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THE

WYOMING VALLEY,

UPPER WATERS OF THE SUSQUEHANNA,

AND THE

LACKAWANNA COAL-REGION,

INCLUDING

VIEWS OF THE NATURAL SCENERY OF NORTHERN PENNSYLVANIA,

FROM THE INDIAN OCCUPANCY TO THE YEAR 1875.

PHOTOGRAPHICALLY ILLUSTRATED.

EDITED BY

J. A. CLARK.

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1875.

TO

WILLIAM AND ABIGAIL GREEN,

AND THEIR CHILDREN,

EMMA, ENGLEBERT AND PAULINE,

OF WARREN, BRADFORD COUNTY, PA.,

WHO CONSTITUTED THE HAPPY HOME OF MY ORPHAN BOYHOOD,

IN WHOSE CIRCLE I WAS RECEIVED AND NURTURED WITH ALL THE TENDERNESS AND SOLICITUDE OF

ONE OF THEIR OWN BLOOD,

THIS VOLUME IS GRATEFULLY DEDICATED,

BY THE AUTHOR.

"No man is the lord of any thing,
Till he communicates his parts to others:
Nor doth he of himself know them for aught,
Till he behold them formed in the applause,
Which they're extended!"

—[*Ulysses urging Achilles.*

PREFACE.

The chapters forming this volume were published in parts, and designed to cover the region embraced in the title from the Indian occupancy to the year 1875. The only merit it seeks to claim is that of a photographic view of the territory, the pioneer history in the perspective,—the grand industries, mammoth enterprises, and natural beauties in the foreground. It was the province of the pen merely to accompany the camera, serving to elaborate where obstacles cut off the view, and to retouch incomplete points. The task has been an arduous one, and like Goethe's star "without haste, but without rest," it has accomplished its mission, little deserving the profuse kindnesses which it has received from the local press. These favors came at an hour when they were peculiarly welcome, and will be treasured and cherished while the author lives.

J. A. C.

SCRANTON, May, 1875.

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UPPER WATERS OF THE SUSQUEHANNA, AND THE LACKAWANNA COAL-REGION.

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INDIAN OCCUPANCY OF THE SUSQUEHANNA, FROM OTSEGO LAKE TO WYOMING.

"On Susquehanna's side, fair Wyoming!
* * * * * * * * * * * * * * *
Sweet land! may I thy lost delights recall."
Gertrude of Wyoming.

"Oh! not the visioned poet in his dreams,
When silvery clouds float through the wildered brain,
When every sight of lovely, wild and grand,
Astonishes, enraptures, elevates—
When fancy at a glance combines
The wonderous and the beautiful,—
So bright, so fair, so mild a scene
Hath ever yet beheld."
Shelley's Queen Mab.

In 1769, only one hundred and four years ago, Dr. Smollett, who was acknowledged by the enlightened world, as an able writer, in history, science and fiction, issued his edition of "The History of Nations," the eighth volume of which we obtained from Mr. J. G. Noakes, of Hyde Park, Scranton, who purchased it because of its antiquity, at some hidden corner in London, while on his journey to his native country—Wales, during the past year.

It must be taken for granted that Smollett who figured in his time with the enlarged minds of the day, had every facility to enable him to set before the then unenlightened reading public, all that was necessary for historical purposes, and accepting this theory, it is to be assumed that he was thorough in his search for statistics, and ample in judgment as to mature conclusions.

Yet, with but a century between, the present volume enters upon a detailed record of a region entirely unnoticed and altogether unknown to his pen, and which in detail as to enterprise and resource, can eclipse anything in the knowledge of himself or his contemporaries.

The very narrow scope to which the British provinces of Pennsylvania, New York, and the Jerseys, was entitled to, in what was considered at that time as an universal, yet minute narration of places, men, and events, will scarcely escape the shadow of a broad smile upon its pages, still it is serious and astoundingly magnificent, if viewed with an eye upon the one broad idea of what has transpired in the short space of time, scarcely covering the allotted years of father and son.

Smollett, with a truly loyal devotion to the

crown, gloried in the province of Pennsylvania, as containing seven counties, four of which are called the upper, and three the lower. "Of the upper, viz. Buckingham, Philadelphia, Chester, and Lancaster, the three first are the lands included in King Charles the Second's grant, and designed Pennsylvania ; the lower, viz. those of Newcastle, Kent, and Sussex, were called Nova-Belgia, before the duke of York sold them to Mr. Penn. The upper counties end at Marcus Hook, four miles below Chester town, where the lower begin, and run along the coast near one hundred miles. Each of these counties has a sheriff, with a quarterly and monthly session, and assizes twice a year. Though some parts of the colony are not yet completely planted and inhabited, yet it is said to have contained, many years ago, upwards of one hundred thousand souls."

If the dreams of one age are realized in the next, the presence of the early English novelist and historian, on the banks of the upper Susquehanna, or in the still later developed region of the Lackawanna, would cause a satisfaction, uninspired by a lewd fancy such as he imagined in Roderick Random's limited adventures, and the scene that would greet him could but stagger the pure romance which his jovial heart once contained.

Even Campbell, one of Britain's gifted bards would gaze with an unalloyed astonishment at the natural transfiguration of scene, comparing the present business hum of Wyoming Valley, with the Elysian loveliness which he portrayed in his "Gertrude of Wyoming :"

> "Then, when of Indian hills the daylight takes
> His leave, how might you the flamingo see
> Disporting like a meteor on the lakes—
> And playful squirrel on his nut-grown tree:
> And every sound of life was full of glee,
> From merry mock-bird's song or hum of men:
> While hearkening, fearing naught their revelry,
> The wild deer arched his neck from glades, and then,
> Unhunted, sought his woods and wilderness again."

From where the grand Susquehanna enters upon its ceaseless wash, as musical as it is romantic, at the outlet of Otsego Lake, made immortal by James Fenimore Cooper, as the Glimmerglass of the red men, down through plains of more than ordinary enchantment, until it shimmers away into a calmer and broader flow below Wyoming's classic vale, can no spot on the American continent compare with it for natural beauty of scenery, boundless mineral resources, majestic growth and historical interest.

Its own intrinsic loveliness has been the theme of poet and tourist since the day when enraptured eyes first beheld it. Its historical incidents have been breathed over the firesides of the entire American nation. Its sudden and giant-like growth has drawn to it the wonder and applause of the world, while its seemingly never-exhausting supply of mineral wealth, challenges the astonishment of the old world, that but a century ago had never dreamed of this El Dorado in the forests of America.

The importance, which was manifested toward the region which is included in the scope of this work, in the minds of the natives, is a matter of more than speculative theory. While the forests of the broad Atlantic slope were inhabited by clans, each of which had characteristics peculiar to its own nation or tribe, still it is significant that outward and external influences signalized the deportment of each local band. The *corps du esprit* of the Pequots and the Naragansetts, who were reared along the "stern rock bound" coast of New England partook of the nature of the surroundings. The Powhatan type of red men were but natural exponents of living ideas of locality, in sentiment, action, and results ; yet, in what region, save in the invigorating and bracing latitude of the Mohawks on the north and the Delawares on the south, could a symbolic, natural being be found, who could answer to the ideal forester, which Cooper in his portrayal of a genuine production presents, in whom could be centered, pure, though crude, the perfect, yet unshaped elements of the highest standard of manhood.

The inherent passion for the true and the beautiful is stamped upon the mind of man by the force of external action ; whether it be the daring and seemingly reckless conduct of Tell, it is but the inspiration of Switzerland's natural towers which defy man's impotence ; whether it be for a human movement which, like an avalanche swoops down upon everything before, it is because a Pontiac has been reared in a mighty northwestern American forest where bounds know no human ends ; or whether it be a calm and almost

holy tint in the sky, it is because the artist has dreamed away hours of ecstacy in the golden heavens of Italy.

The Indian of the American forest was never conventional; he was individual in every thought and action. The common ease with which civilized society accepts a position whether for good or evil, because of democratic necessity, was unknown to him, who trod God's footstool with a personal feeling of being.

What more natural then, than that the dusky warrior, who knew the least ripple of aggression moving against his hunting-grounds a hundred miles away, should resent it as though it were an individual affront. What still more becoming then, in an embodiment of all that is noble, than that the sunburnt warrior should cling with an endearing affection to the wild streams and romantic glades where his children had skipped like their types in the forest, from the beautiful lakes of the Mohawks, to the emerald glens of Wyoming, ten thousand times more enrapturing then than now. The grand and the beautiful, acting upon man's nature, were no less pleasing to their appreciative minds than to the white man's studied taste, and

> "Strike for your altars and your fires,
> God and your native land,"

would have thrilled a Mohawk as effectually as it has moved many a noble heart to deeds less praiseworthy in later days.

It will not appear amiss, it is hoped, in these pages, to transcribe an idea from the pen of Colonel Stone, the biographer of Brant, who, in treating of the mode of Indian warfare, adds:

"Without pausing to reflect that, even when most cruel they have been practicing the trade of war—always dreadful—as much in conformity to their own usages and laws, as have their more civilized antagonists; the white historian has drawn them with the characters of demons. Forgetting that the second of the Hebrew monarchs did not scruple to saw his prisoners with saws, and harrow them with harrows of iron; forgetful, likewise, of the scenes at Smithfield, under the direction of our own British ancestors; the historians of the poor, untutored Indians, almost with one accord, have denounced them as monsters *sui generis*, of unparalleled and unapproachable barbarity; as though the summary tomahawk were worse than the iron tortures of the harrow, and the torch of the Mohawk, hotter than the faggots of Queen Mary.

"Nor does it seem to have occurred to the 'pale-faced' writers, that the identical cruelties, the records and descriptions of which enter so largely into the composition of the earlier volumes of American history, were not barbarities in the estimation of those who practiced them. The scalp lock was an emblem of chivalry. Every warrior in shaving his head for battle, was careful to leave the lock of defiance upon his crown, as for the bravado, "take it if you can." The stake and the torture were identified with their rude notions of the power of endurance. They were inflicted upon captives of their own race, as well as upon the whites; and with their own braves these trials were courted, to enable the sufferer to exhibit the courage and fortitude with which they could be borne—the proud scorn with which all the pain that a foe might inflict, could be endured."

With these ennobling traits of mind, devout and thankful to the beneficence of their imaginary deity for casting their lot in a land so replete with fascination and charm, we find the swarms of aborigines occupying the territory herein marked out, with none to molest or to make afraid.

Chalmers estimates the number of warriors who controlled the forest in 1660 under the grand sachemship of the renowned Iroquois, or the Five Nations, at twenty-two hundred.

Bancroft, who saw in the strength of their arms, the prolific tendency of the tribes whose numbers constituted their boast, and the vigorous stamp of the race, puts the number at ten thousand.

The impression which one receives from the writings of James Fenimore Cooper would lead to a belief that the forest could summon many more, and this authority upon Indian history should be taken as supreme, for, whether detailing the individual emotion, or the collective capacity of the rulers of the forest, Cooper stands proof against criticism. This assertion is a broad one, and well calculated to draw fire; but the reply is sufficient to silence all, if guaged with the keen pre-

cision with which every thought of that eminent writer, whether in description of a forest tree, or the animate subject who made his couch upon its leaves, is most happily inspired, and charmingly accurate.

The advent of the white man into the region comprised in the two prominent valleys, seems to be taken for granted by nearly every historian of Wyoming. It is claimed that Count Zinzendorf, of Saxony, who, in 1742, sought the forests for missionary purposes, was the only white man who had at that time, ever beheld the beauties of this romantic section. Tradition, only, seems to be the authority upon which writers assume to promulgate this fact. That Zinzendorf was the first distinguished personage who had claims upon the historian cannot be doubted, but, that he was the first white man who visited the Delawares, cannot admit of proof, for this tribe was for years previous in lingual communication with white adventurers and famous hunters, whose exploits were handed down by tradition from the earlier settlements of the Delawares, before their dislodgment by more powerful tribes, and their emigration farther down the Susquehanna.

But, while the pale faced hunter may have for years encountered the high-strung, yet hospitable Delaware, in the forests, and the results may not have had any perceptible influence upon the general advancement of civilization, yet Zinzendorf in his appearance, brought the first tangible idea of permanent location, by way of coming as a missionary and teacher, from light to darkness, to sow for a harvest.

The Delawares had enjoyed at one time an almost paramount supremacy over the upper waters of the Susquehanna, and the grandeur of the noble red man was never more fully developed than when the manners and customs of this particular tribe were feared and respected by adjoining clans. The sudden assumption of power, and the stern exercise of it by the Iroquois, or the Six Confederate Nations, compelled the Delawares to yield to a pressure, which fate, from that time to the present, has unrelentingly administered; and the proud tribe left the narrow vales and beautiful lakes of their ancestors, and settled on THE LARGE PLAINS, a territory new to the taste of a Delaware, but one well calculated to be appreciated by the new monarchs, as it has been ever since by all who study the rare beauties of Wyoming.

The modern name of the valley, Wyoming, signifies in its earlier interpretation, the name which the Indians gave to it viz: THE LARGE PLAINS, or in the original language, Maughwauwame. *Maughwau*, large, *wame*, plains. The earliest white settlers, including the German missionaries pronounced, M'chweuwami, but the encroaching elements which swelled the Valley with new ideas as well as numbers, rendered the name Wauwaumie, from thence the cadence was softened to Wiawaumie, which still retained the pure and romantic Indian sweetness; but from this the anglicising sternness of speech, destroyed the native melody by pronouncing the word Wiomie, and a later tendency to soften brings it to us as Wyoming—a name which is suggestive the world over, of romance and fact, beauty and horror, fascinating traditions and wonderful feats of modern enterprise.

The Susquehanna river at this point, as if wearied with its wild and reckless flow in the head waters, betrays an anxiety to move along at ease, as if the enchanting valley was the most desirable point at which it could refresh itself with the charms of nature before it rushes in majesty to the sea to be forever in commotion with strange and uncongenial waters.

The lowlands of the valley inundate at high-water, but in the summer season, when nature's loveliness seems enraptured with its own elegance, the soft green landscape along the river, and stretching away from mountain to mountain on either side of the winding stream, is one which it would be hard to match under the sun.

This broad expanse of plain, so unusual in a mountainous country, and where the river is comparatively but a thread, induced another name in Indian history for this coveted spot. The Six Nations whose prowess was called to action before the white man could recline in security under his own vine and fig-tree, named Wyoming, Sgahontowano, or THE LARGE FLATS, Gahanto, according to Chapman's History of Wyoming, meaning in the tongue of the Iroquois,—a large piece of ground without trees.

This definition is a peculiarly happy one in

understanding the original forest aspect of the valley, and lends an enchantment to former scenes, which the present generation must forever be deprived of. The development of mineral wealth has marred the face of this beautiful country, and the mammoth undertakings of corporations necessitate the obliteration of many spots of historic interest. Yet, the general contour, the smiling perspective, and unmolested nooks, still furnish food for many eager and poetic natures.

It is maintained, and praiseworthily adhered to, by Indian relic hunters, and the best delineators of the early savages, that the possession of this paradise has cost many struggles, and the shedding of blood of thousands, over whose graves can be found no trace of whence they came, why they lived, what their destiny, or whither the ultimate end of their fate. The sad epitaph of fragments, scattered in characters over the plain is the only record from which a worshipping posterity can derive inspiration wherewith to glorify their obscure deeds.

Stone, an enthusiastic admirer of the Indian race, and the biographer of Brant—Thayendanegea—in commenting on the earlier ages of Wyoming, adds:

"The possession of this valley has not been an object of the white man's ambition or cupidity alone. It has been the subject of controversy, and the fierce battle-ground of various Indian tribes, within the white man's time, but before his possession; and from the remains of fortifications discovered there, so ancient that the largest oaks and pines have struck root upon the ramparts and in the intrenchments, it must once have been the seat of power, and perhaps of a splendid court, thronged by chivalry, and taste, and beauty—of a race of men far different from the Indians, known to us since the discovery of Columbus."

Chapman, in his History of Wyoming, describes in a graphic manner, which signalizes his work a masterly production, his own research, being the labor which he required to satisfy his own conclusions. He calls attention to the fact that the remains of fortifications which are found, appear to have been constructed by a race of people very different in their habits from those who occupied the place when first discovered by the whites. The one upon which this early historian dwells most at length, was situated in the township of Kingston, but as late as 1817, the time at which it was inspected by Chapman, the prominent features had been entirely obliterated by the operations of agriculture. It was oval or elliptical in form, built upon a level plain on the north side of Toby's Creek, about one hundred and fifty feet from its bank, and about a half a mile from its confluence with the Susquehanna. The plain upon which it stood not abounding in stone, it was of a necessity constructed of earth, in the shape of a mound, the walls of which were uniform on all sides, and seemed to have served the purpose of ramparts, an evidence of much importance in understanding the mode of warfare of this earlier race. The resistance which was necessary to repel an assault must have been induced by a manner of attack different from the tactics of the Indians the continent over. The weapons and instruments of death were mightier in execution beyond a doubt, as upon the outside of the rampart wall, the modern fortification ditch was built with an idea to repulsing any force which might have been brought against the position.

When the white man first appeared in the valley, this special district was in no manner different from the surrounding forests in its primeval aspect, for even upon the ramparts the trees which had gained firm footing were said to have been as large as those in any other part of the valley; one large oak, particularly, upon being cut down, according to Chapman, was ascertained to be seven hundred years old.

The Delawares, Shawanese and Nantieokes, were entirely ignorant as to the purpose for which these fortifications were built, and in none of the collections of Indian history can there be found any traditions concerning them, which of itself, the latter fact, would strongly argue, that this unknown race had no descendants by blood, remaining upon the Susquehanna.

The same historian adds, that "they were, perhaps, erected about the same time with those upon the waters of the Ohio, and probably by a similar people, and for similar purposes."

The Hon. Charles Miner, whose History of

Wyoming is claimed by many to be unequaled, mentions another fortification, which was situated on Jacob's Plains, near Wilkes-Barre. This fort, in form, shape, and size, corroborates the idea suggested by Chapman, and lends weight to the theory. He mentions, also, that the ancient people all concurred in stating that there existed a well on the same locality.

Dr. Hollister, of Scranton, who contributed to the literary wealth of northern Pennsylvania, "The History of Lackawanna Valley," in 1857, and whose knowledge of the history of local tribes is second to no writer on the continent, follows out the more recent discoveries to some length, strengthening the belief so prevalently accepted, and convincing the reader by a knowledge that is thoroughly practical, that the country affords abundant testimony in relics, to establish the conjecture. The burial ground which he mentions, at the confluence of the Lackawanna with the Susquehanna, has given additional testimony to the matter in question. The older skeletons which were exhumed, besides giving evidence of a very remote burial, were at times found with specimens of materials which had been placed with the body, no doubt, at the interment.

Hollister presents as a strong ground, that as "bowls and pots of the capacity of a gallon or more, ingeniously cut from soap-stone, and ornamented with rich designs of beauty to the Indian eye, were often found preserved with the remains," and that, "as none of this soap-stone is found nearer this place than Maryland or New Hampshire, it would seem to indicate the migratory as well as the commercial character of the tribe once possessing them."

Other spots in the northern part of the State have given up the relics which have been buried for ages before the mighty hemlock which stands to-day over their hiding place, had commenced its development as a tiny shrub.

Truly has Stone depicted the lost records of the forest rovers, who once held sway over everything, and now rule nothing :

"The Indians are no sculptors. No monuments of their own art commend to future ages the events of the past. No Indian pen traces the history of their tribes and nations, or records the deeds of their warriors and chiefs—their prowess and their wrongs. Their spoilers have been their historians; and although a reluctant assent has been awarded to some of the nobler traits of their nature, yet, without yielding a due allowance for the peculiarities of their situation, the Indian character has been presented with singular uniformity as being cold, cruel, morose, and revengeful; unrelieved by any of those varying traits and characteristics, those lights and shadows, which are admitted in respect to other people no less wild and uncivilized than they."

CHAPTER II.

THE PIONEERS OF WYOMING VALLEY, AND THE QUESTION OF TITLE TO THE SOIL.

"They rise, they fall; one generation comes
Yielding its harvest to destruction's sythe,
It fades, another blossoms; yet behold!
Red glows the tyrant's stamp-mark on its bloom,
Withering and cankering deep its passive prime."

Shelley.

The ascendancy of the Iroquois, or the Six Nations, to a power which was absolute, and to a policy which was stern and unrelenting toward the feebler tribes, was but a harbinger of doom to the peaceful Indian villages along the romantic streams of northern Pennsylvania.

The alliance made by the union of the Mohawks, Senecas, Onondagos, Oneidas, Cayugas, and the Tuscaroras, into a confederation which figured in historical annals for years on the borders, was well calculated to embroil into destruction the more independent clans who asserted sovereignty to their territory; for the sway of the combined power had learned to taste the sweets of conquest, and the diplomacy which had once existed in purity around more ancient council fires, was easily forgotten in the greed for expanse, and the intoxicating spirit of mastery.

The advance of civilization was the real cause of the Indian trail leading westward, but, along the Susquehanna and in the forests adjacent it would be difficult to show by any standard authority, whether the jealous Iroquois, or the pioneer pale-face was the greater aggressor, in pushing away the Lenni-Lenapes from the Lackawanna region, the Shawanese, Nanticokes, and the Delawares from the Wyoming region.

Miner states, in endeavoring to explain the shifting tribes and their motives,—"in unraveling the tangled web of Indian history, we found ourselves in the outset extremely embarrassed, especially when reading the pages of Heckwelder and other writers of the United Brethren. The removal of tribes or parts of tribes to the valley, their remaining a brief period and then emigrating to some other place, without any apparent motive founded in personal convenience, consistency, or wisdom, perplexed us exceedingly, as we doubt not it has others."

The whites, on their first entrance found the Delawares sole masters of the valley.

The Nanticokes had occupied the lower portion of the valley, on the east of the Susquehanna with the Shawanese as neighbors immediately across the river.

Chapman, gives the following relation as to how the Delawares secured sole possession:

"While the warriors of the Delawares were engaged upon the mountains in a hunting expedition, a number of squaws, or female Indians, from Maughwauwame, were gathering wild fruits along the margin of the river, below the town, where they found a number of Shawanese squaws and their children, who had crossed the river in their canoes upon the same business. A child belonging to the Shawanese having taken a large grasshopper, a quarrel arose among the children for the possession of it, in which their mothers soon took a part, and, as the Delaware Squaws contended that the Shawanese had no privileges upon that side of the river, the quarrel soon became general; but the Delawares, being the most

numerous, soon drove the Shawanese to their canoes and to their own bank, a few having been killed on both sides. Upon the return of the warriors, both tribes prepared for battle, to revenge the wrongs which they considered their wives had sustained.

"The Shawanese, upon crossing the river, found the Delawares ready to receive them and oppose their landing. A dreadful conflict took place between the Shawanese in their canoes and the Delawares on the bank. At length, after great numbers had been killed, the Shawanese effected a landing, and a battle took place about a mile below Maughwauwame, in which many hundred warriors are said to have been killed on both sides; but the Shawanese were so much weakened in landing that they were not able to sustain the conflict, and, after the loss of about half their tribe, the remainder were forced to flee to their own side of the river, shortly after which they abandoned their town and moved to the Ohio."

It was during this era of Indian history that Count Zinzendorf, who, from the highest motives that can actuate mortal man, sought the forests, with the aid of an interpreter, to preach the light of the world as it is exemplified in the teachings of Jesus Christ, whose servant he chose to be away in the wilds of an American forest occupied by savages.

The Shawanese were still occupants of the territory described above, when this missionary came among them. The natives, fearing the presence of a stranger, and construing his intentions as mercenary, laid plans to assassinate him. The warriors who had been selected for the purpose of executing the design were already with their painted faces inside of the tent, where the benevolent man was writing, when to their horror, they saw a huge rattlesnake crawl over his feet, and pass away without spending venom upon its natural enemy. The savages, construing this providential intervention, as a dispensation of protection from the Great Spirit, abandoned their plans, leaving Zinzendorf to complete the work of his Master, which resulted in an enlarged effort so well known afterward as the Moravian Mission.

From the favorable introduction of the German Count, and his philanthropic allies, is dated the beginning of the white settlement. Zinzendorf appeared in 1742, and as soon after as 1750, the first body of men, on record, entered the valley, not for love, as did the pious men, but for gain and adventure.

It was hinted in the former chapter that white men, as individuals, had been known by tradition to have had communication with the Delawares long before the appearance of Zinzendorf, and here is presented the fact, that only eight years later, a body of men from the far away settlements of New England, had entered the valley, the charms of which must have reached their ears by tales handed down from mouth to mouth, which in those days must have been as devoid of directness and velocity, as is the intelligence of brother hunters in the legends of the forests of Germany, where the marks left in trees have grown over, before the once separated companions greet again on the same spot.

These adventurers returned again to their former homes, with accounts so glowing, that new parties sought these Elysian plains, for, Conrad Weiser, the celebrated Indian interpreter, and agent for the proprietary government of Pennsylvania, reports, on a visit to the Indians at Shemokin, as it appears in his letter to the Governor, in the Colonial Records:

"The Indians in Susquehanna and about Shemokin, saw some of the New England men that came as spies to Woyomock last fall; and they saw them making drafts of the land and rivers, and are much offended about it. They asked me about them. I told them we had heard so much as that, and that we had intelligence from New England that they came against the advice of their superiors as a parcel of headstrong men, and disturbers of the peace. They, the Indians, said they were glad to hear that neither their brother Onos nor their own chief men had sent them, and they hoped they would not be supported by any English government in their so doing."

Dr. Peck states, that it is believed by their descendants in this county, (Luzerne) that the elder John Jenkins and Thomas Bennet were in this company, and gives as authority, that this was the first attempt which was made to sketch

a map of the country, preparatory to the formation of a settlement.

The question with the kings of the forest, from this date, was not one of selfish and jealous dispute with their own race. It was a vital one to them,—that of defending their camp fires, and the endearing associations of this, to them, terrestrial paradise.

The footprints of the covetous pale-face were the tokens for keen suffering, and right heartily did the braves meet the issue on the war path. But degenerate manhood, whether in an Indian or a Caucasian, will seek for selfish gain, and thus, were not only painted faces on the war-path, seeking the blood of the white intruder, but trail crossed trail, upon each of which were kindred warriors, seeking for the scalps of the others to avenge some imaginary wrong, which had been instilled into their untutored minds by designing factions of white men, who were equally culpable of a desire to defraud their own blood, from another province, of the just and equitable rights which belong to man.

The turmoils of the so-called savages, seem to yield in measure of opprobium, when compared to the blood-thirsty efforts of the civilized whites, in their struggles to despoil each other of their possessions, their homes, and in too many instances, of every tie which could connect one upon the earth.

The convulsions, which affected everyone of both races, seem to date to the eventful day when a few men from Connecticut and Massachusetts happened to visit this tranquil section of the country, and had innocently taken rude maps home with them, where, after explaining the material features of the far off forest, had, perhaps, gone into raptures over the delightful scene which had been photographed upon their minds, as indelibly as the sun of heaven could print it, in all its freshness and celestial beauty.

The eagerness with which these reports from eye witnesses were received was amply attested in the effect produced, for it is found recorded that, in another season "many persons emigrated," while the date displays the fact that in 1753, earlier by a season, than when Conrad Weiser wrote to the Governor, of *spies* only,—there was organized in Connecticut an association, known as "The Susquehanna Company" for the purpose of forming a settlement in Wyoming; but in order to proceed safely, and knowing that a few barriers must be met in the way of counter-claim, a commission was appointed, "to explore the country and conciliate their good will."

Had the commission performed its trust faithfully, the annals of Wyoming to-day might not have been so horrible, as to send a chill current to every youthful heart, and furnish bard and novelist with emotions, which when depicted with skill, can hardly overreach the plain facts as given by the less sensational pen of the historian.

The Susquehanna Company, then but in its inceptiou, numbered over six hundred persons, among whom were not only the many who longed for a better and balmier clime to invigorate them in their future homes, but men of high social standing and wealth joined their fortunes, covetous in the prospects of the imaginary promised land.

During that year the great council of the Six Nations was held at Albany, at which duly accredited persons were in attendance from the Susquehanna Company, with instructions to effect a purchase of the desired land.

Sir William Johnson, who at that time was provisional-civil and military ruler of the territory which had been conveyed, either by purchase or compulsion, from the tribes of the colony, and whose influence was renowned for strength with the mighty Indian Confederation, lent his might to the scheme, and for "two thousand pounds of current money of the province of New York," the sale was effected, and the eastern association, to all intents and purposes, were happy in the event.

Governor Hamilton, of Pennsylvania, who was officially cognizant of the preparations for this step, had taken the precaution to send to Albany to prevent the purchase, a deputation of leading citizens, consisting of John and Richard Penn, Isaac Norris, and Benjamin Franklin.

The different boundaries in the deed of conveyance, are given by Colonel Stone, as follows:

"Beginning from the one and fortieth degree of north latitude at ten miles distance east of Susquehanna River, and from thence with a northwardly line ten miles east of the river, to

the forty-second or beginning of the forty-third degree north latitude, and so to extend west, two degrees of longitude, one hundred and twenty miles south, to the beginning of the forty-second degree, and from thence east to the afore-mentioned bound, which is ten miles east of the Susquehanna River."

The deed was formally signed by each of the chief sachems and heads of the Five Nations of the Iroquois, and the native proprietors, and among these, a name appears, which in after years was lisped in terror over the entire civilized world,—that of Thayendanegea, afterwards the Great Captain of the Six Nations, known in history as Joseph Brant.

How little the hopeful New England deputies knew, how severely their association with this renowned warrior, would in after years affect their destiny! How little the then meagre settlements dreamed, how mighty this rising Indian genius would become!

As a matter of course, the Susquehanna Company, having invested the title in themselves by purchase, began to make extensive preparations for populating their valuable acquisition. The colonial records show that the movement was widely and favorably canvassed along the New England coast, and many and bright were the visions that arose in their expectant minds. But difficulties arose which prevented the immediate removal to Wyoming, which delayed the movement until 1762. This was occasioned by the open war between the French and English forces, in which the Indians of the country took part as best suited to their selfish ends.

The Shawanese, before their exile from the valley, had espoused the side of the French, while the Delawares, who occupied the greater portion of the territory, adhered to the English as an ally to the Six Nations, their former enemies. The French war was still pending, and the valley was unsafe for emigrants at the period when the Susquehanna Company desired to locate on the river from which the association derived its name.

During the interval between the formation of the New England society and the subsequent planting of their first numbers, the State of Pennsylvania had been active in its efforts to prevent what was considered as an unwarranted innovation upon the soil, coming as the strangers were expecting to, with full powers to locate and rule their own internal interests as landholders, for be it understood, that by virtue of the purchase at Albany, the lands were conveyed in fee simple giving all power to the purchasers which the most liberal views of that day could construe in favor of a freeholder.

The State of Pennsylvania held its lands under the feudal system practiced in England, consequently, every Pennsylvanian who worked his acres, was in fact but a tenant, the same as his forefathers had been across the water. The Connecticut men, on the other hand, came with a title to their lands, and were freeholders by that title; and here a dispute arose, which was foreseen by Governor Hamilton, of Pennsylvania, when he learned officially that the Susquehanna Company were making preparations to inhabit the forests over which a conflict existed as to a question of title.

It will be necessary at this point to trace the title under which each claimed rights to the soil, and in order to present it to the reader in a clear light, the title to the province of Pennsylvania will be traced to its source, before the legal claims of the Susquehanna Company are considered.

Pennsylvania, as a colony, had its name from the famous quaker, William Penn, son of Sir William, commander of the English fleet in Oliver Cromwell's time, and in the beginning of Charles the Second's reign, who obtained a grant of it in the year 1679. It was bounded and described under that grant, "on the east by Delaware bay and river, and the Atlantic ocean, on the north by the country of the Iroquois or Five Nations; and on the south and west by Maryland."

This grant, which the reader can readily see will not correspond to the modern boundaries of the State, must be explained by tracing to its source the authority by which the English government could convey to Penn the territory marked out.

New York, the Jerseys, and Pennsylvania, were discovered, with the rest of the continent of North America, in the reign of Henry the Seventh, by Sebastian Cabot, for the crown of England;

but Sir Walter Raleigh was the first adventurer that attempted to plant colonies on these shores in the reign of Queen Elizabeth, and, in honor of that princess, gave all the eastern coast of North America the name of Virginia.

Hudson, sailing to that part of the coast which lay at that time between Virginia and New England, in the beginning of the reign of James the First, and being about to make a settlement at the mouth of Hudson's river, the Dutch gave him a sum of money to dispose of his interest in this country to them; in the year 1608 they began to plant it, and, by virtue of this purchase, laid claim to all of those countries which were afterwards known as New York, New Jersey, and Pennsylvania; but there remaining some part of this coast which was not planted by the Hollanders, the Swedes sent a fleet of ship thither, and took possession of it for that crown; but the Dutch having a superior force in the neighborhood, compelled the Swedes to submit to their dominion, allowing them, however, to enjoy the plantations they had settled.

The English, not admitting that either the Dutch or Swedes had any right to countries first discovered and planted by a subject of England, and part of them at that time possessed by the subjects of Great Britain, under charter from queen Elizabeth and king James the First, king Charles the Second, during the first Dutch war, in 1664, granted the countries of New York, the Jerseys, and Pennsylvania, of which the Dutch had usurped the possession, to his brother James, duke of York; and Sir Robert Carr being sent over with a squadron of men of war, and land forces, and summoning the Dutch Governor of the city of New Amsterdam, now New York, to surrender, he thought fit to obey the summons, and yield that capital to the English; the rest of the places in the possession of the Dutch and Swedes followed his example, and these countries were confirmed to the English by the Dutch at the next treaty of peace between the two nations.

The duke of York afterward parcelled them out under proprietors; selling in particular, to William Penn the elder, in 1683, the town of New Castle, afterwards called Delaware, and a district of twelve miles around the same; to whom, his heirs and assigns, by another deed of the same date, he made over all that tract of land from twelve miles south of Newcastle to Cape Henlopen, which was divided into the two counties of Kent and Sussex, which with Newcastle district, were commonly known to the earlier days, as the "Three Lower Counties upon Delaware River."

All the rest of the under-proprietors, some time after, surrendered their charters to the crown, whereby New York and the Jerseys became royal governments; but Penn retained that part of the country which had been sold him by the duke of York, together with what had been granted him before, in 1680-1, which is now the real Pennsylvania.

As soon as Penn had got his patent, he began to plant the country.

Those who went over from England were generally dissenters and Quakers, whose religion had been established by law at home. The Dutch and Swedes, who were settled in Pennsylvania before Penn became proprietor, chose to remain under him.

Penn, however, not satisfied with the title granted him by king Charles II. and his brother, bought the lands also of the Indians for a valuable consideration or what was esteemed as such, and whenever it was deemed necessary to expand the territory, the land was purchased of the sachems.

It will be seen then, that the tenure by which Penn held the soil, was derived from the British crown. The Pennsylvania archives, which contain the full records, give the following synopsis of the claim:

"King Charles II., by letters patent, under the great seal of England, granted a tract of land in America to William Penn, esq., his heirs and assigns, and made him and them the true and absolute proprietors thereof, saving always to the crown the faith and allegiance of the said William Penn, his heirs and assigns, and of the tenants and inhabitants of the premises, and saving also unto the crown the *sovereignty* of the said country.

The later clause defines at once the position of the province of Pennsylvania to the mother country, and establishes the relations of the in-

habitants to their feudal proprietors. The same authority adds:

"And thereby granted free, full, and absolute power unto the same William Penn and his heirs, and to his deputies and lieutenants, for the good and happy government of the country, to ordain, make, enact, and, under his and their seal, to publish any laws whatsoever."

In pursuance of the authority thus vested in Penn, the charter having been accepted, all the inhabitants of the country were but tenants under leases, while the Penns owned the soil in fee.

The proprietaries had, as a consequence, no sympathy in common with those who chose to emigrate from other States, with the intention of locating upon the soil claiming under rights of fee-simple.

Governor Hamiltou, in his official capacity, was determined to hold the lands above the Delaware, which included the disputed region of Wyoming. In 1754 he wrote to Governor Wolcott, of Connecticut, urging the latter to restrain the action of the Susquehanna Company, and assured him that he would lend his aid in securing for emigrants lands "in the western part of the province," or he would render what official influence he possessed in procuring the privilege to settle in Virginia.

Governor Wolcott's answer to this official communication, was characteristic of both the man and the time in which he lived. After stating, that wherever settlers took possession of lands in Pennsylvania, they would be considered as freeholders, he continued, by urging, that in the event of a war with the French, which at that time was pending farther west, the settlers would sacrifice more for the sake of their *own* lands than for territory which they merely occupied as tenants.

It is of some importance then, that the adverse title be considered, and an examination be had of the source from which the Susquehanna Company claimed power to enter upon the lands, which in good faith they had purchased of the Six Nations, and the proprietors who happened to occupy the territory for agricultural purposes at the time.

The early settlers of New England, after having become numerous enough to establish the usages and customs of govermental society, sought at the fountain head—England, authority under seal by which the laws necessary to be enforced, could be administered. With the granting of the request, by the crown, a charter was given by James I. to "The Plymouth Company" which defined the boundaries, "from the fortieth to the forty-sixth degree of north latitude, extending *from the Atlantic to the Pacific ocean.*"

The charter under the great seal of England, was granted in 1620 to the various persons named therein, and their associates, "for the planting, ruling, ordering and governing of New England, in America."

The charter of Connecticut was derived from the Plymouth Company in 1621. It defined the territory intended to be conveyed, as covering all of the country west of Connecticut, "to the extent of its breadth, being about one degree of latitude "*from sea to sea.*" The only reservations were included in a general limitation, which excepted such portions of territory as were "then possessed or inhabited by any other Christian prince or State." New York, then "The New Netherlands," being a Dutch possession, did not pass with the tract defined.

By the terms of this charter, the New England people were rigid in the belief that Connecticut owned the Wyoming district, as it was fairly within the latitude mentioned, and being just west of the New Netherlands.

The charter granted to William Penn, dates fifty years after the charter granted by the Plymouth Company to Connecticut.

The issue growing out of these adverse claims, was the cause of the first feuds between the New England settlers in the valley, and the native Pennsylvanians. A case was made up and transmitted to England, on which Mr. Pratt, the Attorney General, (afterward Lord Camden,) gave an opinion in favor of the successors of Penn. Connecticut likewise sent over a case and on her part obtained a like favorable opinion.

The dark clouds which threatened the smiling valley, bore indications of a sure and certain struggle. and Wyoming was to be the battle ground upon which the issue was to be settled by many a grim horror, and bloody deed of vengeance.

CHAPTER III.

THE EARLY SETTLEMENTS OF WYOMING VALLEY—A SECOND EDEN, A THEATRE OF STRIFE, DISCORD, AND "HELL-BORN HATE."

"Yet,—yet—one brief relapse, like the last beam
Of dying flames, the stainless air around
Hung silent and serene.—A blood-red gleam
Burst upwards, hurling fiercely from the ground
The globed smoke.—I heard the mighty sound
Of its uprise, like a tempestuous ocean."

The Revolt of Islam.

The constant agitation among the Indians of Wyoming, during the period in which the two States were disputing concerning titles, was occasioned by the French Indian war, which raged with some fury in the western part of the State.

Braddock's defeat in 1775, caused much uneasiness among the white settlers, as the news from the border conflicts only tended to beget in the Indians a troublesome and restless spirit. The rewards offered by the French for scalps, was by no means a matter of ordinary moment, while petty jealousies among the tribes themselves, in the eastern part of the province, rendered the case an almost hopeless one for the white settlers already located, and much more so for the prospective colony that was expected from Connecticut.

The Delawares, then in the ascendancy along the Susquehanna for some distance above Wyoming, and certainly as far north as their hunting grounds would permit them to roam without infringing upon the rights of the Iroquois, and the smaller tribes who owed allegiance to them, had become uneasy, and complaints were frequently entered against them.

This tribe had many sad memories to recall, and who that has ever studied Indian history does not lend his warmest sympathies to the Delawares—famed for all that was grand in their bearing, until adversity threw them into the clutches of a more fortunate enemy.

Teedyuscung, called by some historians, Tadeuskund, who was at this eventful time at the head of the Delawares, had ever been the friend of the colonists, and had embraced the Christian religion, as taught by the Moravians; he was baptized by the missionaries, but is reported to have been wavering and inconstant. He had given umbrage to the Six Nations by making himself instrumental in concluding peace between the whites and several small tribes, in 1758. Teedyuscung, therefore, the friend of the whites, was by no means willing to cultivate feelings of harmony with the New Englanders, whose very object was to deprive his tribe of their fertile and easy yielding grounds. Assurances from the provincial council made him contented, and although chafing under the Connecticut emigration, he bore it without bloodshed.

The Susquehanna Company had already sent their advance guard into the valley, numbering some two hundred persons, who located on the flats, below where the beautiful city of Wilkes-Barre now stands, at a place called Mill Creek. They commenced improvements, in the way of constructing cabins, and sowing winter wheat, besides felling trees for cleared ground, when they returned to Connecticut for the winter. Upon the return of spring, with their families, farming utensils, and a supply of provisions, they sought the valley again, unconscious of the dark

and threatening storm which was so soon to burst upon them. Miner in detailing the event says:

"The season had been favorable; their various crops on those fertile plains had proved abundant, and they were looking forward with hope to scenes of prosperity and happiness; but suddenly, without the least warning, on the 15th of October, a large party of savages raised the war-whoop, and attacked them with fury. Unprepared for resistance, about twenty men fell and were scalped; the residue, men, women, and children, fled in wild disorder to the mountains. Language cannot describe the sufferings of the fugitives as they traversed the wilderness, destitute of food or clothing, on their way to their former homes."

The occasion of this unexpected attack was the result of the death of Teedyuscung, the noted Delaware chief. It appears that the Six Nations, had dispatched emmissaries to his village, under the guise of friendship, in April, 1763, who gave without stint to the old chief, liquor, of which he was passionately fond, and when slumbering under its influence, he was killed in his dwelling, and the structure set fire to, together with the whole village, numbering about twenty village structures. The murder of the chief was laid at the door of the Connecticut settlement, and deep and dire were the threats breathed against innocent people by the clans of the forest. And because of this unwarranted charge against the peaceful settlers, the whole valley was emptied of every white soul that had occupied it; those not already killed were fast plunging their way through an almost impassable wilderness, chased by the tomahawk and scalping knife, day and night, flanked on every hand by ravenous beasts, with hunger and thirst within, and almost fainting for want of rest.

This overt act appealed to the consciences of the Indians, as a deed which would be met by retaliation. They expected that the provincial government of Pennsylvania would redress the wrongs thus inflicted upon the white race, and acting upon a speedy execution of their suppositions, they left the valley, the more warlike and troublesome portion ascending the river to Tioga, the remainder, whose sympathies drew them toward the Moravians, repairing to a town of the latter, called Gnadenhutten.

Following the depopulation of Wyoming by this cruel stroke, were measures to adjust the pending dispute of title, which seemed no nearer a pacific settlement than when the issue was first raised. In 1768, an Indian council assembled at Fort Stanwix, now Rome, in the state of New York, at which the matter in question was brought up for deliberation.

Notwithstanding that the sale effected at Albany to the Susquehanna Company was made in good faith upon the part of the Six Nations, by the intrigue of the designing whites who wished to circumvent each other in procuring a revocation of that act, a deputation of four chiefs from the same power, in 1763 had been sent to Hartford, to disclaim the sale, and the repudiation was effected by their orator expressing that the Six Nations were utterly ignorant of any such transfer ever having been made.

This bold assertion was reenforced by the remark, "what little we have left we intend to keep for ourselves."

The land had been sold by them, five years before, to the Susquehanna Company, and at this council, white men of official position were present, lobbying the measure of repudiation on the part of the unskilled representatives of the forest. The untutored warrior, indeed, needs a glance of pity upon every page of aboriginal history.

While it may be true that the Indians were reported to have been ready to sell as often as they could find purchasers, still, this ground is an unsafe one, and conclusively untenable, when taking into consideration the fact that the whites, by diplomacy, were ever ready to open a *legal* way in which to convey titles, that in spirit, were as blind to the Indian, as was the code of Justinian.

The proprietaries of Pennsylvania, knowing of the determination of the Connecticut people to send out another colony, undertook to forestall this action, by leasing the valley to Charles Stuart, Amos Ogden, and John Jennings, conditioning in the indenture, that trading houses, for the accommodation of the Indians, should be established, and that the country occupied by them be fortified sufficiently to guard themselves and their lessees from danger. Carrying out the intent of their contract, they erected a block-house at Wy-

oming, and stored it with the necessaries of life, for a siege, as well as laying in a quantity of ammunition. They were in possession of the structure, and of the valley, when forty men from New England arrived, six years after the lamentable butchery of the first settlement.

And here commenced a series of battles, and a continuous campaign between the factions, which for lack of chivalry, and contemptible methods of destruction and bloodshed, would equal anything in the line of carnage, which the savages had exhibited to that time. A detailed narrative, of the events as they occurred, would make a compiled volume of bloodthirsty deeds, which would cause a village of Delawares to blush.

The lessees of the valley, intent upon obeying the instructions which had been given to them, arrested a few of the number by decoying them into the block-house. They were sent off to a distant prison, and were treated by their enemies in a manner, which does not heighten the pride of a Pennsylvanian when he reads the history of his forefathers.

Reenforcements, coming on from Connecticut, seemed to inspire those already located, and in turn, structures of defense were erected by them.

In 1769, the Governor of Pennsylvania made preparations to dispossess the intruders, as they were considered, by force; and a detachment of armed men was sent to accomplish the work. The colonists, being unable to stand a siege, capitulated, and agreed to return to their homes in the east, on condition that they might leave a few families to secure the crops. No sooner had the mass departed, than Ogden, one of the parties who controlled the valley, plundered the whole colony, destroying the fields of grain, killing their cattle, and laying the settlement in ruins; so that the families that remained were obliged to flee to escape starvation.

In the spring following, the Connecticut colonists mustered courage afresh and returned to Wyoming, led by a man named Lazarus Stewart. They came in force sufficient to hold their own, and taking advantage of Ogden's absence, captured his block-house, and his only piece of artillery. Skirmishing, and partisan warfare ensued for weeks, in which the Connecticut men were mostly masters of the field, when finally Ogden was obliged to sue for terms, which were granted after the manner of the year before, viz: that Ogden might leave six men to take care of the property belonging to his side; but the scenes of devastation of the year before could not be forgotten, and the Connecticut people in turn became the torch bearers, lighting up the valley with the flames of consuming property.

Ogden, in September, had arisen to the rank of Captain, and boldly marched to the scene of bloodshed again. He took the settlement by surprise, while the men were at work in the fields. The women and children were in the fort, and but few men reached it before the assault commenced. It was carried in the night by Ogden's men, and, as Colonel Stone expresses it,—"the women and children were barbarously trampled under foot—and the whole settlement plundered and destroyed the following day, with more than Indian rapacity. The colonists were made prisoners and sent off to distant goals."

Again, the hardy Yankees were deprived of their homes, and families broken up, many to meet again no more. The fort was stormed by the Yankees in December; Stewart, a few allies from Lancaster, and many of the forces were obliged to take to the woods in a nude state, with those who were able to escape, while the remainder, by far the greater portion, were taken prisoners, and after being deprived of their property, were driven from the valley.

"The parties to these controversies, which could not but engender all the bitterest passions in the nature of man—rendering what might have been a second Eden, a theatre of strife, discord, and hell-born hate,—fought, of course, as they pretended, under the jurisdiction of the respective States to which they assumed to belong." —*Stone's Life of Brant.*

The Supreme Court of Pennsylvania then took hold of the matter, and writs were issued for the arrest of certain named parties, and much ado was made by local officers, but the strife grew the more bitter, nor did it abate as to numbers. The Sheriff's posse was fired upon, and one of the Ogdens killed. Three hundred pounds reward was offered by the Governor of Pennsylvania, for the arrest of Captain Stewart. Measures were adopted to rid the valley of the Yankees by the

summoning of a larger force, and on the other hand, Colonel Zebulon Butler came into the valley at the head of seventy men, and united his force with Stewart's spare numbers. The contest now became warmer; recruits were constantly arriving from Connecticut, which enabled the Yankees to carry on the war on a more extended scale. Fortifications were erected, and manned by a competent force.

Ogden, in this strait, seeing himself about to be vanquished, performed one of the boldest individual feats on record. Leaving his garrison at night, he fastened a rope to his person, which was attached on the other end to a large bundle. Throwing himself into the river, he struck boldly out, the bundle following in his wake. Knowing that if any object was perceived from the shore, it would be an enigma to the parties beholding it, and acting upon his knowledge of human nature, that the largest of the two moving substances would be fired upon, he sailed on with defiance through the waters of the Susquehanna. The design met his expectations, and the bullets flew at the bale, many of them coming in close proximity to his body, as it is reported, that his hat and clothes were "riddled!" He escaped to Philadelphia.

His report of the condition of affairs caused the government to order additional forces under Colonel Asher Clayton. This command was to separate in two columns of attack, one under Clayton, the other under Captain Dick. Butler's forces ambuscaded the approach, capturing a few men, as well as pack mules and provisions.

Clayton finally, after a long siege, capitulated, agreeing with Ogden to leave the valley.

The Connecticut people now looked to their State for recognition and protection, and the Pennsylvanians retired for a time from the contest. Quiet once more reigned, and the colony flourished, and was prosperous in the way of being treated with respect by surrounding settlements. The two States kept up a legal war, however, and mutterings were occasionally heard in halls of State.

The Revolutionary war had just commenced at Lexington, between the British troops and the Colonies, when old feuds broke out afresh, which was the occasion for additional outrages.

At this time the settlements consisted of eight townships, viz: Lackawanna, Exeter, Kingston, Wilkes-Barre, Plymouth, Nanticoke, Huntington, and Salem; each containing five miles square. The six townships, according to Almon's Remembrancer for 1778, "were pretty full of inhabitants; the two upper ones had comparatively few, thinly scattered."

Congress now began to interpose its authority by way of mediatorial resolutions, for the cloud which hung over the entire country at the outbreak of the American revolution, required that every arm should be nerved for the common cause of the people. This was to no purpose, and the Pennsylvanians sent into Wyoming, seven hundred men, under Colonel Plunkett. The reception given to this expedition is best described by Stone:

"In ascending the west bank of the Susquehanna, on coming to a narrow defile, naturally defended by a rocky buttress, their march was suddenly arrested by a volley of musketry. An instant afterward, the invaders discovered that the rocky parapets were covered with men bristling in arms—prepared for a Tyrolese defense of tumbling rocks down upon the foe, should their fire-arms prove insufficient to repel him. Taken thus suddenly and effectively by surprise, Plunkett retreated with his forces, behind a point of rocks, for consultation. He next attempted to cross the river, and resume his march on the other side. But here, too, the people of Wyoming had been too quick for him. The invaders were so hotly received by a detachment in ambuscade on the other side, that they were constrained to retreat, nor did they attempt to rally again."

This was the last military demonstration on the part of Pennsylvania, to drive from the valley the Connecticut settlers.

The revolutionary war attracted the notice of the government to graver matters, and the Wyoming settlements, now numbering five thousand souls, set about to assist the national cause. The Connecticut people, had formed themselves into a corporation, and owed allegiance to their State alone, hence the territory populated by them was named Westmoreland, and a county named Litchfield, in remembrance of former happy homes.

The call for arms to defend the Continental cause, deprived the settlement of the most available men which could be mustered, and the annals show that from this locality alone, three companies of regular troops were enlisted, besides more than a quota for so small a district, of supplies, and provisions for field, camp, and hospital. Three thousand bushels of grain, as one item, were sent to the army during the first spring of the war, which attests the industry and prolific results of the valley.

Besides the regular troops which had been sent away, there remained a creditable force of militia for garrison and outpost duty, which was essential in those days, when scouting parties of Indians were ever prowling on the outskirts of the settlements. The valley was withal, fortified at the points best calculated for defense, and the necessary material to keep these upon a war and defensive footing, was readily supplied from the fertile garden of the Susquehanna. Agriculture controlled the commercial interest of the plains, and nothing save the uncertainties of the American-British war seemed to loom up to annoy or make afraid. The Tory element occasioned some uneasiness, but if any real alarm was anticipated from this faction, it was from those not of their own settlement, for the records betray fear to but the "lurking ones," who were seen at intervals in their towns. A more peaceful and quiet population could not be found in America than the settlement as it then stood in Wyoming, and well and faithfully has Campbell portrayed the serene loveliness which dwelt in the happy skies of "fair Wyoming" before the fire-brand and hatchet had lain low both peasant and cot, through the length and breadth of that classic vale.

CHAPTER IV.

THE APPEARANCE OF NEW ENEMIES—THE INVASION BY COLONEL JOHN BUTLER AND THE INDIANS.

"As when a flame the winding valley fills,
And runs on crackling shrubs between the hills,
Then o'er the stubble, up the mountain flies,
Fires the high woods, and blazes to the skies,
This way and that, the spreading torment roars.
* * * * * * * * * * *
The pale inhabitants, some fall, some fly,
And the red vapors purple all the sky."

Illiad, XXI. 605

Of all the events connected with the Indian wars, and American border conflicts, wherein horror superseded horror, until the pages of history became but a human slaughter-pen record, no one fragment of the congealed compilation stands out in bolder relief, than the melancholy story of Wyoming, and the bloody scenes attending it, on the third of July, 1778. From the day when the lovliest of American valleys was transformed into a Golgotha,—a "vale of skulls," and a mammoth butcher yard,—the ground upon which the gory deeds were enacted, has been consecrated by picture, bust, and song. The tourist dwells upon it until all of the detailed reality stands out afresh in its cruel aspect; the pencil of the artist gathers inspiration at every touch, and the delineation betrays the keen sympathy with which the master hand has been guided; the bard is led captive by the thrilling emotions which are begotten of the mournful tale, and his numbers die away in enrapturing melodies, over the beauty of the former scene, and the dirge of the muse for innocence slain, and hearthstones beclotted, rings echo to his numbers, immortal as plaintive,—real as terrible.

The earliest tokens of the approaching storm, which was to annihilate the contented habitations of Wyoming, were manifested in the winter of 1778, in the month of January. During the year previous, St. Leger had been beseiging Fort Schuyler, in New York, miles above the secluded retreat on the Susquehanna, yet, notwithstanding the distance, it must be taken into consideration, that in a war of magnitude, such as the American Revolution was at that time to all of the inhabitants, it was deemed necessary to patrol the entire wilderness by scouting parties, made up from the Tory and Indian forces, in order to acquaint the British with the exact measures which were being adopted at all points. It was from such parties that Wyoming first felt the sting of war, and although few in numbers and easily dispersed, still the information which they communicated, as to the manufacture and disposition of powder on the part of the settlers, was sufficient to draw towards them, attention. During the beginning of this year, twenty-seven inhabitants were arrested on suspicion of being implicated in carrying much of the information which was being transmitted to the enemy, eighteen of whom were found guilty and sent to Hartford, in Connecticut, where they were imprisoned to await trial. Nine of the number were discharged for the want of sufficient evidence to detain them, but no sooner were they free from the clutches of the local government, than they fled to Connecticut, where they were joined by a number of those recently imprisoned, who had been set at large.

This action occasioned an open and definite partisan feeling between the Whigs and Tories, and from that time, the result was evident, in the frequent visits of strange Indians, prowling around the outskirts, and occasionally venturing into the villages. The more powerful tribes, far in the interior, were consulted as to these spying parties, by the anxious settlers, and in all cases assurances of good will were received, together with a desire for further peace, and a clear understanding as to all that existed between each other.

These warm protestations of friendship were well calculated to allay any fears, and the thrifty little villages buzzed along again in their daily routine of hum and industry.

It was not long before the more sagacious could discern external action, which could not consistently meet the assurances of the Indians, and the most far-seeing were clearly right when they denounced the allegations of the tribes as deceptive.

During the month of March, an Indian, one of a small party, whose purpose was evidently that of scouting, became intoxicated and very demonstrative in his language concerning the future action of his tribe, declaring that the pacific measures thus far adopted, had been for the purpose of soothing the whites, but that indeed the warriors were intent, as soon as preparations were complete, to descend upon, and destroy them. The Indian, together with his associates, was immediately arrested and placed in confinement, the women of the party being sent home with a flag.

The alarm which followed this intelligence spread with an amazing rapidity to all of the branch settlements, some being thirty miles up the river. The outposts of civilization instantly fled their locations and sought refuge with the more populous towns. Preparations commenced for a more effectual defense, and barriers were placed along the border, in the shape of rude fortifications, with which the frightened yeomanry hoped to repulse any invasions that might come upon them. These were mostly block-houses with loop-holes for muskets, and the traveler through the valley to-day may have pointed out to him the exact locality upon which their simple fortifications rested.

At the approach of spring, during the months of April and May, the annoyances which the settlers suffered assumed a grave aspect. The numbers of the incursionists increased, composed of Tories and Indians, and plundering was carried on with a bold and defiant hand. In June, the malicious spirit of these invasions culminated in the murder of several persons, which aroused the entire community to a deep sense of its condition. Many of the Indians who participated in these raids were total strangers to the citizens of Wyoming, a fact which increased the alarm to the fullest extent, for it signified the approach of more enemies than were expected to be in the vicinity. Historians differ as to the tribe or nation to which they belonged, but it is supposed that they were from Detroit, and led on by British officers, as reenforcements at that time were approaching east, to aid in swelling the depleted numbers in the New York forests.

The principle fort which had been constructed for the defense of the valley, was situated on the west side of the Susquehanna, about two miles above where the city of Wilkes-Barre now stands, and was called *Forty Fort*, because the original structure was built by forty pioneers, who entered the valley in the winter of 1769. It had by this time been strengthened and materially enlarged, so much so, that in its confines rested the last hope of the settlers in the event of a defeat.

The marauding parties still harrassed the people, but affairs had not assumed a general terror, until towards the close of June, when it was determined by the British Commandant, at Niagara, to push down upon the settlements in the valley, in force sufficient to overwhelm them.

This movement had been anticipated, and right heartily had the young province prepared for it. Although many of the able-bodied men had been called away for the defense of the common cause, under the Continental commands, the remaining portion, including the aged, and the women and children, had unsparingly devoted their most untiring energies to the matter, and their efforts were put forth, conscious that everything was at stake.

Miner, who is ever in the closest and most detailed intimacy with his subject says, in his history :

"Justice and gratitude demand a tribute to the praiseworthy spirit of the wives and daughters of Wyoming. While their husbands and fathers were on public duty, they cheerfully assumed a large portion of the labor which females could do. They assisted to plant, made hay, husked and garnered the corn. As the settlement was mainly dependent on its own resources for powder, Mr. Hollenback caused to be brought up the river a pounder: and the women took up their floors, dug out the earth, put it in casks, and run water through it (as ashes are leached); then took ashes in another cask, and made ley; mixed the water from the earth with weak ley, boiled it, set it to cool, and the saltpetre rose to the top. Charcoal and sulphur were then used, and powder produced for the public defense."

Two years before, in the month of March, on the twenty-second day, 1775, the records show that Westmoreland, at a town meeting took such action, as to make it an inducement pecuniarily, to any person who chose to manufacture gunpowder:

"At a town meeting, held March 10, Voted, that the first man that shall make fifty weight of good saltpetre in this town, shall be entitled to a bounty of ten pounds, lawful money, to be paid out of the town treasury."

"Voted, that the selectmen be directed to dispose of the grain now in the hands of the treasurer, or collector, in such way as to obtain powder and lead to the value of forty pounds, lawful money, if they can do the same."

Measures more extensive and on a broader scale were necessary, however, at this perilous time, and the united energies of every adult inhabitant were needed to prepare for the onslaught which was daily expected.

As to the fortifications, the records show that in the month of August, 1776, on the twenty-fourth day, public measures had been deemed necessary, as by the following:

"At a town meeting legally warned and held, in Westmoreland, Wilkes-Barre District, August 24, 1776,

"Colonel Butler was chosen Moderator for the work of the day.

"Voted, as the opinion of this meeting, that it now becomes necessary for the inhabitants of this town to erect suitable forts, as a defense against our common enemy."

The Wyoming settlement had one acknowledged regiment of militia, which had been recruited from the citizens of the vicinity, and another motion before the above mentioned town meeting, embraced the following:—

"That the three field officers should be a committee to fix on the sites of the forts, lay them out, and give directions how they should be built."

The supplement to this motion has drawn forth many an encomium on the frankness of public expression of those days, to which Mr. Miner alludes as "the following beautiful vote, which we leave in its simplicity to speak its own eulogium:"

"That the above said committee do recommend it to the people to proceed forthwith in building said forts, without either fee or reward from ye town."

The forts were constructed pursuant to orders, and with the limited military knowledge, and capacity for resources, it is safe to venture, that the fortifications were creditable for the times.

The Wyoming forts, in 1778, were six in number, with the addition of the three "Pittstown stockades." The farthest one up the river was Fort Jenkins, situate on the west side, just below the junction of the Lackawanna river with the Susquehanna. Directly across the river, were the three "Pittstown stockades." But a short distance below on the west side, stood Wintermoot's Fort, which had been constructed by a Tory, bearing that name. He was active in bringing destruction upon the valley, and, after doing all the mischief he could to the settlement, removed to Canada. During the war with England in 1812–15, while the British were investing Fort Erie, a son of this same old Mr. Wintermoot, a lieutenant in the enemy's service, was killed by a volunteer from the neighborhood of Wyoming. Young Wintermoot was reconnoitering one of the American pickets, when he was shot by the son of Wyoming, who was engaged in the same service against the pickets of the enemy. The volunteer returned into the fort, bringing in the arms and commissions of the officer he had slain, as a trophy—a fit retaliation in remembrance of former days.

Part of the present town of Pittston covers

the locality formerly designated as Wintermoot's. Forty Fort, on the west, and Fort Ogden on the east side of the river, faced each other, both three and a half miles above the present bridge at Wilkes-Barre. The "Pittstown Stockades" were eight miles above the same point. Fort Durkee was a half a mile below on the left bank, while Wilkes-Barre Fort was situated on the spot now occupied by the city which carries the name.

These fortifications were not sufficiently manned at this juncture, 1778, for the reader must carry to conviction the following facts, which greatly hindered the settlements from furnishing a just protection to themselves:

It was only the year before, 1777, that the Six Nations had determined to take the field, as auxiliaries of the British forces, and their line of conduct would naturally lead them to make war on just such settlements as Wyoming. Had the Six Nations expressed by any action prior to that time, the husbands, brothers, and fathers of Wyoming would not have enlisted to fight away from home, as early as 1775–6. Thus, unfortunately, Wyoming was deprived of its best soldier material at the crisis. The small colony was by itself and alone, away in the wilderness sixty miles distant from friendly aid. Congress had been appealed to, but to no purpose. Connecticut was asked to protect her own, but no guardian care could be extended.

The Nation had bled the States for material, hence their mother commonwealth was unable to succor; the Nation itself was fatigued from exhaustion and no relief could be sent.

The touching appeals by letter, from mothers, wives, and daughters to their kindred in the army, urging them to come and shield their homes from danger, had no response, for the nation's cause was supreme, despite the desire of the Wyoming men in the ranks, to return and defend their own firesides. Many of the commissioned officers resigned their offices and hastened to the scene of action which called for their strength.

But, the forces under Washington were even then retreating, and sadly in need of greater numbers. It would have required a more definite showing of actual danger ahead, to have warranted the returning to their homes, the companies of Captains Durkee and Ransom.

No real organized attack had as yet been made upon Wyoming, and the shrewdest military mind of the day, would hardly have dreamed of a change of base from Lake Ontario to Susquehanna, for the sake of destroying an almost helpless community.

Toward the close of June, the British forces at Niagara were well on the march toward the settlements. Colonel John Butler was in command, having under him about three hundred white men, consisting in part of regular troops, but principally of refugee Loyalists, together with about five hundred Indians. Arriving at Tioga Point, the command constructed rafts and floats, upon which the force descended the Susquehanna below the mouth of Bowman's creek, in the vicinity of the present county seat of Wyoming county—Tunkhannock, where they landed, whence they marched twenty miles, and on the last day of the month of June, at twilight, they found themselves almost facing the two forts—Jenkins above, and Wintermoot below, both fortifications being on the same side of the river.

It does not appear from record, that any demonstration was made on the night of the thirtieth of June, nor is there any historical narration which would convey a clear understanding as to the movements of Colonel Butler throughout the entire night.

CHAPTER V.

COLONEL ZEBULON BUTLER IN COMMAND OF THE AMERICANS—ENCOUNTERS THE ENEMY—THE FORTS BESEIGED.

"Why shulde I not as well eke tell you all
The purtreiture that was upon the wall."
—*Chaucer.*

"He is painted blind,
To show us, if we fondly follow him,
The precipice we may fall into."
—*Southern.*

The significance of the operations of the British command for the next three days, determines absolutely, the mooted issue concerning the massacre at Wyoming.

And here let it be premised, that the author of this work is loath to differ, or in any sense dissent from the views of older minds, which have been accepted hitherto as conclusive, and the ground which the next few pages covers, will beyond a doubt, meet with opposition in nearly every material point.

That the matter herein set forth is a challenge to precedent is candidly admitted, but that it is not altogether erroneous will merit a sincerity equal to the conscious belief of the writer, which cannot easily be shaken, for, after diligent research, unwearied investigation, and unprejudiced conclusions, the burden rests here, to state, that history is grievously at fault in recording the details of the horrors at Wyoming. Without a desire for renown as a historian, with no feeling of emulation as to superior knowledge, and with an innate dread of begetting an open controversy, we are constrained to force the utterance that the *British arms, and the Indian allies were not responsible for the massacre, and that the entire tragedy rests at the thresholds of local Tory settlers, who planned and consummated the diabolical, and extra military measures which were resorted to on the third of July*, 1778, and herewith the proof is submitted.

Colonel John Butler was a man of years and discretion, besides having held a commission in the royal service, from the line to his field position. Nothing appears against his military ability up to the Susquehanna campaign, while much of his experience in former struggles commends him to a disinterested soldier, as one who was orthodox to the profession. That his deportment as an officer was creditable to the crown, is attested by all of the commissioned rank that were contemporary, however slight this evidence may appear to Americans, who do not give a British soldier one-tenth the credit which they bestow upon any adventurer of another nation. His mind entertained no prejudice toward Wyoming, for he had never been there, nor had he any personal revenge to satiate. He came from another base of operations, because he was ordered upon the Susquehanna to attend to the crown service. His lines from Detroit to Ontario could not, by any possibility, have engendered within him any vindictive hate toward the Continentals, and certainly as a soldier, following his profession, he would not harbor toward the Americans more than would any officer who fights in a foreign land. The Indian allies which came with his command were strangers to the citizens of the valley. The idea that Brant, with a portion of the Iroquois, assisted him, cannot for a moment be entertained, although nearly every historian alleges such to be the fact, and in a subsequent chapter we will prove beyond a reasonable doubt

that neither Brant, nor any of his command were present at the battle.

The greater portion of the warriors who came to Wyoming, had been with Butler as far west as Detroit, and from indisputable traces, more than one nation and type were found in the five hundred who were attached to the expedition. They had no demands upon the new villages, farther than their code of warfare permitted them to exact; the tactics to be pursued by them did not call for more strenuous efforts than they had displayed at the lakes, and in western New York forests, although their *actions proved* that they overreached former precedents, not from any desire or motive of their own, but because of the instigation upon the part of the Tory whites which allured them to deeds unparalleled in their former history, and for which, it is here endeavored to hold them, as principals, guilty, not the accessories.

Take for illustration, as an instance of historical irregularity, from which affairs at Wyoming have been misrepresented,—that of Marshall, in his Life of Washington,—and who does not revere the name of the venerable historian? Yet, even his diligent care and research did not prevent him from falling into error concerning this vexed question of Wyoming. A quarter of a century afterward, Mr. Chas. Miner, an eminent historian, a resident of Wilkes-Barre, who had become as familiar with the valley and its historic incidents as one could be, he too, has accepted tradition, which has rendered his account of the massacre as unacceptable, in so far as he alleges the Indian element to have been led on by Brant.

Writers without number,—even our own, and England's gifted poets have wooed the Muse to enable them to portray the eventful day at Wyoming, yet all borrow heavily upon imagination.

With these, a few of the thoughts which crowd upon an earnest investigation, the disconnected thread is again taken up, and the position of Colonel John Butler, on the night of the thirtieth of June, is to be canvassed in detail, and experienced soldiers can readily notice the irregularity of accepted record.

Marshall, in his Life of Washington, after describing the manner in which the British and Indians descended the Susquehanna, states that the forces entered the valley of Wyoming through a gap of the mountain near its northern extremity. To every resident of the valley it is clearly plain, that Marshall meant the head of the valley, at the confluence of the Lackawanna and the Susquehanna rivers. Marshall did not commit himself as to a minute narration of the march of Colonel John Butler, after arriving at that point.

Colonel Stone, the biographer of Brant, whose authority must be acknowledged as creditable, records that "they," meaning the British and Indian forces, "took possession of two small forts on the 2nd of July, the first of which was called the Exeter fort." He calls the other fort below, "Lackawanna."

According to the Westmoreland records, which were the local minutes of all that transpired, and which should be taken as the most reliable, Colonel Stone must be understood, when naming the upper fort "Exeter" as meaning Fort Jenkins. The second fort he named "Wintermoot," which is correct, and agreed to on the part of every historian of the valley. Almon's Remembrancer, which was intended to be a full and perfect diary of the proceedings of the day, gives no authority which would underrate Stone.

Chapman, Miner, and Pearce, all versed in every tradition and memorable event of the valley, do not carry a clear conviction as to the military movements on the part of Butler.

Hollister, in his second edition, states that "on the 30th of June, just at the edge of the evening, they arrived on the western mountain, a little distance above the Tory fort of Wintermoot's. This fort, standing about one mile below Fort Jenkins, probably owed its inception to some ulterior design of the British and Tories, whom it served so well."

Dr. Peck, who had facilities for research which can be considered in no other light than enviable, says, "on the 29th or 30th of June, 1778, Colonel John Butler, with about four hundred British provincials, partly made up of Tories together with six or seven hundred Indians, entered the head of the valley, and took possession of Fort Wintermoot without opposition."

With all historical dates and facts, none bear the mark of precision as to the movements of the

British forces upon the *first night's encampment* at the head of the valley.

It must be taken for granted, that on the thirtieth of June, Butler was at the head of the valley, with his command, for no authority gives a later date for his appearance. If this point be admitted, then arises the question, what in the name of common sense was Butler doing for the next two days, if the battle at Wyoming occurred three days after. His movements must have been directed by his will for he was the superior in command, and being an experienced officer, it is presumed that he acted as any man in like circumstances would. The moment his forces had gained the first view of the valley, on the evening of the thirtieth of June, the picket line of the entire encampment must have been placed for the night, for the reserve encampment was in sight of Forts Wintermoot and Jenkins, on their own side of the river, while it would not be a flagrant stretch to state that the three Pittstown Stockades directly across were in full view.

With an enemy thus in close proximity, the British and Indian lines must have been well strengthened for the night. That patrols were sent out in different directions to study the exact state of things, is but in accordance with the natural order of things under such circumstances, but proof is had of one of these parties being far to the left of their own lines, away in the township of Exeter.

Eight persons had left Fort Jenkins during the day to repair to their daily labor upon the small farms which were tilled up the valley. That Butler's movements had been soldier-like and rapid, is known by the fact that these men were totally unaware of any force of the enemy being at hand, yet according to the most accurate accounts, Butler must have gone into camp as early as six o'clock in the evening, and about the same hour, these men were engaged by a scouting party which had gone out in a direction at right angles to the line of Butler's column as it moved down the Susquehanna. The settlers had taken the precaution to arm themselves as they set out for their work, and were thus prepared to show fight with the enemy's patrol. This little affray must have been a close and stubborn one, for of the eight, four were stricken down, while the attacking party lost five, a proportion on both sides to the number engaged, which clearly demonstrates the vindictive manner in which men fought in the early days of forest warfare. This firing at the foot of Campbell's Ledge, at the approaching enemy was certainly heard at Wintermoot's, Jenkins's and across the river in the stockades. Miner mentions the fact, that Zebulon Marcy who was on the opposite side of the river shot two Indians who were endeavoring to decoy any of the friends of the slain who might under cover of the night attempt to secure the bodies. Taking this fact in conjunction with the skirmish as it opened upon the farms in Exeter, and it is clearly proven that the affray was a running skirmish fight, and the eight by successful maneuvering had almost reached Fort Jenkins, and that some of the dead bodies were in a position to be seen from across the river by Marcy, this then brings the skirmish lines of Butler down to the river. It seems that the British commander approached the two forts, Wintermoot and Jenkins, with due caution, and an ample allowance of time, as will be seen by dates hereafter mentioned, for, taking the greater portion of his force himself, he approached the former, while a detachment under Captain Caldwell neared Jenkins a mile above the main force, and both forts yielded without a struggle.

Wintermoot was filled with Tories, and there is every reason to believe that the occupants of this structure assisted with their might in paying off old scores, on the fated 3d of July following. John Butler established his headquarters at Wintermoot on the 1st of July. There is a variance of record upon nearly every step from this time on to the battle which closed the drama.

Colonel John Butler, in his report dated the 8th of July, 1778, five days after the battle, says:

"On the 30th of June I arrived with about 500 Rangers and Indians at Wyoming, and encamped on an eminence which overlooks the greatest part of the settlement, from which I sent out parties to discover the situation and strength of the enemy, who brought in eight prisoners and scalps."

This portion of his report agrees exactly with the theory which has been herein advanced, as to Butler's resting until he could hear from his

scouting parties. His eight prisoners were not captured in Exeter, for the real state of the case, after all authorities are examined, explains itself here,—that four of eight fell, whether mortally wounded or killed does not appear, nor can it on a running skirmish fight. Hollister says, "three were taken alive, while a single boy leaped into the river, and, aided by the gray twilight of evening, was enabled to escape by a hundred pursuing bullets." Every citizen of the valley knows the width of the river at this point, and this knowledge will convince any mind, that the boy who escaped had space sufficient between him and the enemy to let him swim with ease. The accounts of war are ever overdrawn, and it would be a plainer way to express the matter,—that a clever fire was thrown at the youth when he jumped into the river. The whole number of the eight are here accounted for.

Butler does not say how many scalps were taken, nor would it be in the province of him as commander to inquire.

The commanding officer of a body of men, does not enter into a knowledge of matters that are considered ordinary, much less would Butler, or any educated representative of the profession, ask concerning every scalp that was hung upon the poles of the red-skined allies for the night. His statement as to having arrived at Wyoming was a general one, for both Lackawanna, and the Wyoming valley were included in that term, and in many military writings a goodly portion of the country up the Susquehanna as far as Meshoppen was designated by that name.

Then the scalps and the eight prisoners must have come from another quarter than Exeter.

John Butler is not honest in his report as to the number that encamped with him after the march. He says, "500 Rangers and Indians."

Dr. Peck, in a note subjoined to Butler's report, says, "it has always been believed in Wyoming that the members of Butler's army were between 700 and 1000. A scout went up to the place of debarkation the day before the battle, and from the number of their boats they estimated their force at over 1000."

If the allegations of a scout are to be taken as supreme, the method of settling disputed battles as to the force engaged, would bewilder the best genius of the world. Scouting reports have occasioned more smiles at headquarter tents, than any other idea which can be singled.

Stone puts the white force at three hundred, and adds, that they consisted "in part of regular troops, but mostly of refugee Loyalists." As a general assertion the latter clause might have weight, but when the minimum number of British troops was ordinarily kept up, and especially would that proportion be full on the outstarting of an important campaign, it is here believed, that from the number of line officers which accompanied the expedition, the regular troops numbered over two hundred and fifty, and that the accession of Tories, on the descent of the Susquehanna, more than doubled that number, before Campbell's Ledge was reached, and before Wintermoot's vomited its force to still further increase Butler's strength.

The report of the scout is a trifle comical as to the time "he went up,"—"the day before the battle." Does he mean the skirmish which occurred immediately after the debarkation, or the battle the *fourth day after?*

In the report of the British officer, following the matter already given, occurs the following: "Two Loyalists who came into my camp, informed me that the rebels could muster about eight hundred men, who were all assembled in their forts."

CHAPTER VI.

THE RETREAT AND PURSUIT DOWN THE VALLEY—OFFICIAL REPORTS FROM BOTH COMMANDERS.

"Yet neither of them would disparage
By uttering of his mind his courage."
—*Butler.*

"Ha! thou hast rous'd
The lion in his den: he stalks abroad,
And the wide forest trembles at his roar.
I find the danger now."
—*Oroonoko Act III. Sc. 2.*

With Butler's lines resting on the river on the night of the 30th of June, every soldier will agree that all of the loyalists, including the Wintermoots, had full communication with the British forces, how ingenious and apt is the report of Butler, as to "*two Loyalists.*" That every occupant of Wintermoot's should be listened to was not necessary, and therefore, Butler was truthful in his military report in alleging that 'two' talked with him. They were the representative two, however, and the knowledge of that ambiguous couple satisfied all Tory ends.

Dr. Peck, in a note, has subjoined, "probably the Wintermoots." It is hard for any writer to prove that any person bearing the name was at the fort at the time.

Colonel Stone states in a note, not in his text, that Wintermoot "was active in bringing destruction upon the valley, and after doing all the mischief he could to the settlement, removed to Canada." When he removed, and what was the nature of the "mischief he could do," is buried with many a record which warriors never allow to leak. Wintermoot was in the valley in the spring,—even that is indefinite, but there is no evidence that he was in the fort when Butler took possession of the river. It is easy to surmise where he might have been, and a farther supposition might involve a protracted controversy. The information conveyed by the two loyalists, had more to do with what followed than history records, therefore additional proof is offered as to subsequent transactions.

Colonel John Butler follows in the next sentence to explain what course of proceedings were had on his part on July 1st, when he claims to have taken Fort Wintermoot. The *taking* was a mild one on the field, but creditable on paper.

The other lines need a consideration, for it is the purpose of this work to report fully on each days proceedings and thereby avoid confusion.

The firing at the skirmish on the evening of June 30th, was not a signal for a panic, by any means. In those days men were accustomed to be ready, and willing to enter into whatsoever cause summoned them.

The shots reverberating along the valley, and bounding against the hills, till echo answered echo, had awakened many a bluff settler, who cared neither for red-skin or red-coat. It was all the same in gun-powder days,—there was to be a fight.

Stone says that "the inhabitants, on receiving intelligence of the approach of the invaders, assembled within a fortification four miles below, called Fort Forty. * * Colonel Zebulon Butler * * * was in command of about sixty regular troops, and he now made every exertion to muster the militia of the settlements."

Dr. Peck gives his own authority in the space of eleven lines, as to the skirmish in Exeter, which he says occurred "three miles above"—of

course meaning the fort. The theory herein advanced is, that whether three miles above, or more, and the better authority favors the latter idea, that in retreating, the farmers deceived the Indians as to the direct route to the fort, hence in tracking the course of the skirmish fight, a longer distance was traveled in the retreat in order to delude the attacking party. It will not do to allege that the early foresters were deprived of the first rudiments of warfare, however much they may have been ignorant of the science of arms and its glory, as Virgil intends to convey in the first line of the Ænied.

Colonel Stone records that "the inhabitants, on receiving intelligence of the approach of the invaders, assembled within a fortification four miles below, called Forty Fort." As attention has been called to this fact before, it is necessary to recur to it again. Stone writes the history of all the Border Wars. He pays but little attention to detailed events in any one location, hence this general way of expressing himself.

The remainder of the report of the British Butler is here given, in order to lay the ground upon which further reasoning is based:

"July the 1st I marched to the distance of half a mile of Wintermoot's Fort, and sent in Lieutenant Turney with a flag to demand immediate possession of it, which was soon agreed to. A flag was then sent to Jenkins's Fort, which surrendered on nearly the same conditions as Wintermoot's, both of which are inclosed. I next summoned Forty Fort, the commandant of which refused the conditions I sent him. July 3d, parties were sent out to collect cattle, who informed me that the rebels were preparing to attack me. This pleased the Indians highly, who observed they should be on equal footing with them in the woods. At two o'clock we observed the rebels upon their march, in number about four or five hundred. Between four and five o'clock they were advanced within a mile of us. Finding them determined, I ordered the fort to be set on fire, which deceived the enemy into an opinion that we had retreated. We then posted ourselves in a fine open wood, and, for our greater safety, lay flat upon the ground, waiting their approach. When they were within two hundred yards of us, they began firing. We still continued upon the ground, without returning their fire, until they had fired three volleys. By this time they had advanced within one hundred yards of us, and being quite near enough, *Gucingerachton* ordered his Indians, who were upon the right, to begin the attack upon our part, which was immediately well seconded by the Rangers upon the left. Our fire was so close and well directed that the affair was soon over, not lasting a half an hour, from the time they gave us their first fire, to their flight. In this action were taken 257 scalps and only five prisoners. The Indians were so exasperated with their loss last year near Fort Stanwix that it was with the greatest difficulty I could save the lives of these few. Colonel Dennison, who came in next day with a minister and two others to treat for the remainder of the settlement of Westmoreland, assured us that they lost one colonel, two majors, seven captains, thirteen lieutenants, eleven ensigns, two hundred and sixty-eight privates. On our side were killed one Indian, two Rangers, and eight Indians were wounded. In this incursion we have taken eight palisades, (six) forts, and burned about one thousand dwelling-houses, all their mills, etc. We have also killed and drove off about one thousand head of horned cattle, and sheep and swine in great numbers. But what gives me the sincerest satisfaction is that I can with great truth assure you that in the destruction of this settlement not a single person has been hurt of the inhabitants but such as were in arms; to these, indeed, the Indians gave no quarter.

"I have also the pleasure to inform you that the officers and Rangers behaved during this short action highly to my satisfaction, and have always supported themselves through hunger and fatigue with great cheerfulness.

"I have this day sent a party of men to the Delaware to destroy a small settlement there, and to bring off prisoners. In two or three days I shall send out other parties for the same purpose, if I can supply myself with provisions. I shall harrass the adjacent country, and prevent them from getting in their harvest.

"The settlement of Scohary or Minisinks will be my next object, both of which abound in corn and cattle, the destruction of which cannot fail of

greatly distressing the rebels. I have not yet been able to hear anything of the expresses I sent to the Generals Howe and Clinton; but as I sent them by ten different routes, I am in hopes that some of them will be able to make their way to them and return.

"In a few days I will do myself the honor of writing to you more fully, and send you a journal of my proceedings since I left Niagara.

"I am, sir, with respect, your most obedient and very humble servant,

(Signed), "JOHN BUTLER."

Two days after the report of the British Butler, Colonel Zebulon Butler forwarded his report of the battle, to the Board of War. The following is a transcript, which will enable it to be better understood, following close upon the reading of the report of the other side. It is dated, "Guadenhutten, Penn Township, July 10th, 1778."

"On my arrival at Westmoreland, which was only four days after I left Yorktown, I found there was a large body of the enemy advancing on that settlement. On the 1st of July we mustered the militia, and marched toward them by the river above the settlement—found and killed two Indians at a place where, the day before, they had murdered nine men engaged in hoeing corn. We found some canoes, etc., but, finding no men above their main body, it was judged prudent to return; and as every man had to go to his own house for his provisions, we could not muster again till the 3d of July. In the mean time the enemy had got possession of two forts, one of which we had reason to believe was designed for them, though they burned them both. The inhabitants had some forts for the security of their women and children, extending about ten miles on the river, and too many men would stay in them to take care of them; but, after collecting about three hundred of the most spirited of them, including Captain Hewitt's company, I held a council with the officers, who all agreed that it was best to attack the enemy before they got any farther. We accordingly marched, found their situation, formed a front of the same extension of the enemy's, and attacked from right to left at the same time. Our men stood the fire well for three or four shots, till some part of the enemy gave way; but, unfortunately for us, through some mistake, the word *retreat* was understood from some officer on the left, which took so quick that it was not in the power of the officers to form them again, though I believe, that if they had stood three minutes longer, the enemy would have been beaten. The utmost pains were taken by the officers who mostly fell. A lieutenant colonel, a major, and five captains, who were in commission in the militia, all fell. Colonel Durkee, and Captains Hewitt and Ransom, were likewise killed. In the whole, about two hundred men lost their lives in the action on our side. What number of the enemy were killed is as yet uncertain, though I believe a very considerable number. The loss of these men so intimidated the inhabitants that they gave up the matter of fighting. Great numbers ran off, and others would comply with the terms which I had refused. The enemy sent flags frequently; the terms you will see in the inclosed letter. They repeatedly said they had nothing to do with any but the inhabitants, and did not want to treat with me. Colonel Dennison, by desire of the inhabitants, went and complied, which made it necessary for me and the little remains of Captain Hewitt's company to leave the place. Indeed, it was determined by the enemy to spare the inhabitants after the agreement, and that myself and the few Continental soldiers should be delivered up to the savages; upon which I left the place, and came away, scarcely able to move, as I have had no rest since I left Yorktown. It has not been in my power to find a horse or man to wait upon the Board till now. I must submit to the Board what must be the next step. The little remains of Hewitt's company, which are about fifteen, are gone to Shamokin, and Captain Spaulding's company, I have heard, are on the Delaware. Several hundred of the inhabitants are strolling in the country destitute of provisions, who have large fields of grain, and other necessaries of life at Westmoreland. In short, if the inhabitants can go back, there may yet be secured double the quantity of provisions to support themselves, otherwise they must be beggars, and a burden to the world.

"I have heard from men that came from the place since the people gave up, that the Indians

have killed no persons since, but have burned most of the buildings, and are collecting all the horses they can, and are moving up the river. They likewise say the enemy were eight hundred, one half white men. I should be glad that if possible, there might be a sufficient guard sent for the defense of the place, which will be the means of saving thousands from poverty, but must submit to the wisdom of Congress. I desire further orders from the honorable Board of War with respect to myself and the soldiers under my direction.

"I have the honor to be your honor's most obedient humble servant, ZEBULON BUTLER."

It will be seen by referring back to Colonel John Butler's report, that he did not take formal possession of Jenkins and Wintermoot until the day after his arrival, although his lines almost touched them through the night, neither did he send in a flag asking surrender until July 1st, the day upon which he occupied them. His report jumps from early morning, July 1st, to the summoning of Forty Fort. It is strange that he does not notice a force moving toward him under the American Butler, who says that he fell in with a scout of Indians "of whom we killed two. These savages had just murdered *nine* men engaged at work in a corn field." The previous account makes it eight. Was not Zebulon Butler, the American officer, a trifle late? The British Butler was the best military officer, why should it not be taken for granted. Zebulon Butler was late enough to swell the number to nine, which looks badly in a thoroughly strict report. Now, here comes a state of facts which it is hard for posterity to understand. The proof is given here that Marcy shot the boy who swam the river, under cover of the twilight. Then that was June 30th, as this work claims. Yet, notwithstanding the attack, which we claim was unexpectedly sudden, Colonel Zebulon Butler collects, on the spur of the moment, "three hundred of the militia," (although he was in command of but sixty regular troops which we are willing to include), leaving two hundred and forty militia, and these were raised in the first alarm, when John Butler struck the valley. Any soldier who will examine the history of the valley, and notice how small were the villages, and how scattered the farms, will have some little food for thought.

CHAPTER VII.

INCIDENTS OF TORY CRUELTY—THE CAPITULATION AT WYOMING.

"Let others flatter crime where it sits throned
In brief omnipotence; secure are they:
For Justice, when triumphant, will weep down
Pity, not punishment, on her own wrongs,
Too much avenged by those who err."

—*Prometheus Unbound.*

The American Butler, not being supplied with provisions, was obliged to fall back upon Fort Forty. They mustered again on the 3d, and a council of war was convened. The cause of this muster is explained by the American Butler on this wise: "As every man had to go to his own house for his provisions, we could not muster again till the 3d of July." Did he lack military knowledge in disposing of his men for a moment, or did he consider himself safe in his position? If he did not know what the British Butler intended to do, and if he was a thorough soldier, he should have acted upon a military principle which is adopted by the grandest minds—that of giving credit to an enemy for all that he is *able* to do. But herein comes a point which is stronger than all—"messengers were dispatched to the headquarters of General Washington for assistance immediately after the enemy's movements were known at Wyoming"—so says Col. Stone. If he had not said it, or if no one had given evidence of the fact, here is the proof as to the time which was consumed.

It is well known that the day before the battle a council was held, and that much debating was had, as to what was judicious in future action, and Colonel Stone says, "the messengers had already been gone so long, that it was supposed they had been cut off, and consequently that General Washington was ignorant of their situation. In that case no reinforcements could reach them in season to save their valley from being ravaged; *and as* the *enemy's* forces *were daily increasing, it was held to be the part of wisdom to attack him at once.*

Attention is called here, not so much to the determination of a weak force to attack a stronger one, as to the fact of the *enemy's force increasing.* Not by soldiers did they increase, but by the Tories, who could be gathered in less time, and with better facilities in those days, than the American farmers.

Again, here is another point,—while the question as to the to-morrow's battle was pending, five officers arrived from the Continental army, who, on hearing the tidings of the *meditated* invasion, had thrown up their commissions and hastened home to protect their families. They had heard nothing of the messengers, and intimated that there was no "prospect of speedy assistance," so says Chapman.

That the messengers ever succeeded in the red-tape way of securing reinforcements, no one admits, but that they sought the friends nearest and dearest to the settlements, must be believed.

Colonel Zebulon Butler, in his report, does not commit himself on anything that occurred from his scouting expedition to the end of the debate with his officers, when it was determined to move against the enemy.

Butler yielded to the decision of that council and set forward at the head of his command, which Stone says numbered four hundred men. It is said that, when mounting his horse, he exclaimed, "I tell you we are in great danger, but I can go as far as any of you." This smacks of

truth, after he has been defeated in opinion in the council, and the first clause of his expression signalizes him as a man of excellent judgment, if he was not an accomplished warrior.

Before the battle, Colonel John Butler did one act which showed a thorough soldierly spirit, in that he sent of his prisoners which were captured in Exeter, to the American Butler, on the morning of the battle, accompanied by both a Tory and an Indian,—mark the discretion,—whose services were to be—demanding the immediate surrender, not only of the fort he commanded, but of all others in the valley, with all the public property. As Dr. Hollister has expressed it, "it can be said to his credit, that he also suggested to the commander of Forty Fort the propriety of *destroying all intoxicating drinks*, provided these considerate terms were rejected; for, said the British Butler, *drunken savages can't be controlled.*" Be it said to the praise of nearly all the Wyoming people that they approved the sentiment, and the stigma which has been cast upon the Indians, although they committed crime, rests nearly wholly upon the Tories who helped the Indians to what liquor they wanted. The same author adds:

"With the colonial developement in Westmoreland, had grown the love of *rum*. So fixed, so general, in fact, had become this pernicious and unmanning habit—so essential was whiskey regarded in its sanative and commercial aspect, that one of the first buildings of a public character erected in the colony, after a stockade or fort, was a still or brew-house. In a note subjoined to the above, is an extract from the Pennsylvania archives, that in 1783, the Pennsylvania troops stationed at Wyoming, were supplied with "two and a half Gill of Liquor," to one pound of bread.

The testimony of Mrs. Deborah Bedford, substantiates the fact, in accordance with the request of Colonel Butler, all the liquor in the fort was rolled out, and emptied into the Susquehanna with the exception of a single barrel of whiskey, spared for medicinal purposes. The head of this was knocked in during the council of war, and as the debates are said to have been conducted with much warmth and animation, Dr. Hollister suggests, "it is more than possible that the inspiring influence of this barrel contributed, to a certain extent, toward the result of the deliberations."

In the language of Mrs. Bedford, who was in the fort at the time, and whose recollections were ever clear,—"A hard fight was expected up the valley, and as the drum and fife struck up an animating air, while the soldiers marched out of the fort one by one, a gourd-shell, floating in the inviting beverage, was filled, and passed to each comrade, and drank."

Some amount of speculation has entered into the fate of Wyoming when considering this liquor question, but the fight showed that the men had their senses—that it was like nearly all other battles—that it was but a plain one at that, although very destructive to the Americans, who suffered themselves to be decoyed into the jaws of the enemy.

The real intention of Colonel Zebulon Butler was to take the enemy unawares, and his march was quite rapid in the direction of the enemy, to within about two miles of Wintermoot, now Pittston, when he halted, and sent forward a scouting party, which succeeded admirably in discovering the British in camp, perfectly at ease. Upon the return of the scouts, they fell in with a lone scout from the ever-wary Indians, who fired and gave the alarm. The Americans now pushed forward with vim, in the hope of being able to strike before the opposing force could prepare for defense, but the thought, though a good one, was a trifle too late, for the enemy had formed a line directly in front of the camp. Colonel Zebulon Butler, who had up to this time pushed on in column, deployed his force, upon catching view of the line, and opened a vigorous attack the length of his whole front. (See his report.)

And here began the battle, which in these days would be termed a skirmish, but which in the early forest warfare was considered a wonderful combat of forces.

The right of the Americans was commanded by their own Butler, while the left of the British had the supervision of the superior in command, Colonel John Butler. The left of the Provincial side was commanded by Colonel Dennison, who was obliged to face the Indians covered by woods, a position that was all in all to them.

Colonel Stone says, "the battle commenced at about forty rods distance, without much execution at the outset, as the brush-wood interposed obstacles to the sight."

The description of the manner of commencing the battle, as given by some of the historians of the valley, with all of the speeches made upon the occasion, and the bombastic style of exhorting men who were accustomed to hardships, must pass here unnoticed. Such military literature may inspire the youth of the land, but the theory here maintained is, that fighting commenced, and men fought as a business matter. A deal of romance connected with the history of battles deserves a contempt which soldiers are able to bestow.

The two Butlers, it seems, opposed each other moderately, neither suffering much, for the fire was but a moderate one with the earlier style of arms, but Dennison, who was opposed to the hidden force of Indians, must have received from the woods, a fire which would have staggered troops of the same number, in any part of the world.

As Colonel John Butler expresses it in his report, "this pleased the Indians highly, who observed they should be on an equal footing with them *in the woods*."

Colonel Stone states, after noticing the firing on the American right,—"unluckily, just at this moment the appalling war-whoop of the Indians rang in the rear of the American left—the Indian leader having conducted a large party of his warriors through the marsh, and succeeded in turning Dennison's flank." Even on the other flank, the British Butler, in his report says, that "we posted ourselves in a fine open wood, and for our greater safety, lay flat upon the ground, waiting their approach." But there, it was white against white, while Dennison was pushing on into a forest which the Indians had selected, and where the penalty was paid in approaching the position, as it ever was in Indian warfare. In the confusion which followed the terrific fire, Dennison ordered his men to "*fall back*," not as a retreat, but to prevent a lapping over on his flank, on the part of the Indians who would have soon surrounded him. His men mistook his meaning, and the consequence was—a panic, which determined the battle.

This is all that could have been of the occasion, and volumes written upon the matter cannot change the result.

The American officers must have been of stern metal, for nearly all fell, but the men had been seized with the panic, and no force on the face of the earth could hold them. It needs only to cite Chancellorsville to determine upon how large a scale a reason-lost host will plunge into madness, and taking into consideration, the wild and hellish-like yell of the Indians who followed the fugitives, one can gather why the slaughter became so general on the American side. Colonel John Butler states in his report, in mentioning the firing, "that the affair was soon over, not lasting half an hour from the time they gave us the first fire to their flight." It has been supposed that many of the Americans were scalped by the Indians after they had surrendered and asked quarter, be that as it may, they were upon the field when they fell, and in those early days when every man would fight for himself, it is safe to presume that many an Indian paid the penalty of his life when close quarters were entered into. The pioneers of the valley did not die like frightened fawns, and if such a large number were stricken upon the plains, it was because they were overwhelmed by the Indians.

The Tory force was there, too, and right heartily did they enter into the wild, demoniac spirit of slaughtering the Americans. Take but one instance to prove the spirit of revenge which was manifested, and any historian is defied to match it on the part of the so-called red-skinned savage. Stone calls it Cain-like barbarity, but that is drawn mild, for Cain deserves more pity than many a theological student will tender his memory.

A short distance down the Susquehanna, upon the line of retreat is an island, called Monockonock. To reach this island, the retreating fugitives were obliged to swim. In doing this they had divested themselves of every incumbrance, including arms. Their retreat being discovered, the local Tories followed them. Even Colonel Stone, who writes partially, leaning upon the British side, says, "and though obliged to swim, yet so intent were they upon the work of death, that they succeeded in taking their guns with

them. Arriving upon the island, they deliberately wiped their gun-locks, recharged their pieces, and commenced searching for the fugitives."

It seems that two were concealed in sight of each other, and one escaped to tell the story, but as the historians all agree, a sight was beholden by him which would stagger a savage. One of the pursuing party came upon a concealed person, who proved to be his *own brother*. His salutation was—"So it is you is it?" The wretched man, who was unarmed, came forward, and falling upon his knees, begged for mercy, promising to live with his brother the remainder of his life, and serve him forever, if he would but spare him. What was the answer? "All this is mighty fine, but you are a d——d rebel," upon which he shot him on the spot. That is the type of the massacre of Wyoming! That is the spirit which inaugurated the cold-blooded cruelty! Did anyone ever know of soldiers who were strangers to each other, carrying vengeance after surrender? And, did anyone ever know partisans—not soldiers, who would not do it? The instance here quoted is but one, but when will all the feuds, existing between families, be brought to light, as they displayed themselves at Wyoming?

The reader must observe, that before this battle at Wyoming, neighbors had suckled the venom of revenge for ten years previous, but notice that ten years of bitter hatred as neighbors, will engender more vindictive hate, than all the pages of red-skin atrocities can assume.

Another instance, and one well in point,—that of Windecker, a Tory who had lived amongst the settlers of Wyoming, and who had been treated by Elijah Shoemaker with the tenderness of a child of his loins. During the progress of the flight, Shoemaker was obliged to seek the river, but was unable to swim. Windecker observed him wading in the water, and hailed him: "Come out Shoemaker." Said the old man in reply, "I am afraid you will give me up to the Indians." No, I sha'n't, I will save you, they sha'n't hurt you." The confiding Shoemaker, indeed, thought he could recognize a claim for former acts of kindness, and trusting in the deceiving tones of Windecker, hastened toward him. No sooner had he set foot upon the shore than the eternally branded Windecker sent a a tomahawk into the brain of his former benefactor, and threw the body back into the Susquehanna. Providential means, allowed Esquire Carpenter, and Anning Owen, who were concealed in a tree, to witness this brutal act, that the real motives might be transmitted to posterity. What may have been the fate of the Tory, Windecker, cannot here be recorded, but the fratricide met a doom becoming such a wretch, —that of being consumed and eaten piece-meal, to his heart strings by a pack of hungry wolves, away in a dense forest of Canada. If a figure of speech were necessary to meet this case, it would fail in force, for what more significant and pertinent than the reality—a lean wolf whose eyes were bulging with ferocious appetite, satisfactorily lapping every jet which his exposed heart forced through the valves. Indeed vengeance does not belong to man.

These illustrations find place in this work, in order to meet the theory which has been advanced, and herein, for want of further space. other cases, and numerous ones, must be crowded out, in order to make room for later days in the valley.

The morning after the battle, July 4th, the British commander with his entire force appeared at Fort Wyoming and demanded its surrender. It is claimed by more than one writer, that in the first, and every instance, Colonel Zebulon Butler would not be recognized by his namesake on the British side, the latter refusing to have anything whatever to do with him, as an official head of the American forces. Following this statement, it is said that John Butler, asked in his demand, to treat with an officer other than Zebulon Butler.

The reader will observe in the latter's official letter, that he refers to this matter, still not in such a manner as will refute either side.

Colonel Stone takes another view,—that of the inhabitants both within and without the fort betraying Colonel Zebulon, by their weakness and fear. The following extract is from Stone's history, and needs some qualifications:

"The inhabitants, both within and without the fort, did not, on that emergency, sustain a character for courage becoming men of spirit in ad

versity. They were so intimidated as to give up without fighting; great numbers ran off; and those who remained, all but betrayed Colonel Zebulon Butler, their commander. The British Colonel Butler sent several flags, requiring an unconditional surrender of his opposing namesake, and the few Continental troops yet remaining, but offering to spare the inhabitants their property and effects, but with the American Colonel the victor would not treat on any terms, and the people therefore compelled Colonel Dennison to comply with conditions which his commander had refused."

The consequence was, therefore, that the American commander, with the remains of Captain Hewitt's company of regulars, left the fort, leaving Colonel Dennison to complete the articles of capitulation, as follows:

"Capitulation Agreement—Made and completed between John Butler, in behalf of his majesty king George the Third, and Colonel Nathan Dennison, of the United States of America:

"Art. I. It is agreed that the settlement lay down their arms, and their garrison be demolished.

"Art. II. That the inhabitants occupy their farms peaceably, and the lives of the inhabitants be preserved entire and unhurt.

"Art. III. That the Continental stores are to be given up.

"Art. IV. That Colonel Butler will use his utmost influence that the private property of the inhabitants shall be preserved entire to them.

"Art. V. That the prisoners in Forty Fort be delivered up.

"Art. VI. That the property taken from the people called Tories be made good; and that they remain in peaceable possession of their farms, and unmolested in a free trade throughout this settlement.

"Art. VII. That the inhabitants which Colonel Dennison capitulates for, together with himself, do not take up arms during this contest.

(Signed), "John Butler,
"Nathan Dennison."

On the 2nd of July, the day following the signing of the above articles, the gates of the fort were opened and the victors entered.

The terms which had been agreed upon by the officers commanding, were not strictly adhered to. If the accounts given from newspaper columns of the day, are to be credited, then Wyoming would cause a shudder whenever the name was uttered.

It is strange that such writers as Ramsay, and Gordon, and Marshall,—nay, even the British historians, should have allowed themselves to have written such gross exaggerations.

Chief Justice Marshall, however, left to the world his admission of the error after having been convinced by Mr. Charles Miner, of Wilkes-Barre, an historian who was accurate in everything save matters of local prejudice. Then, again, such monstrosities as have been narrated in such works as Thatcher's Military Journal, and Drake's Book of the Indians, including a host of others whose names are unworthy of note—are hardly deserving of consideration were it not that they are adhered to and believed with so stern a tenacity.

It was to be but natural on the part of the Indians, after the battle in general to pursue their time-honored and loved carousals over the selected victims of torture, and therefore, when the whites had stacked their arms, the Indians were just beginning to devour the sweets of the victory at "Bloody Rock," sometimes called "Queen Esther's Rock." There is a record worthy of belief that but eighteen in all were taken to this place of torture. Eleven were subjected to the forest victor's vengeance, two escaping from the horrid scenes, while others were reserved for a future occasion.

This rock is about at the base of Campbell's Ledge, a view of which is given in Part I. of this work, and is a huge conglomerate, mixed largely with quartz, upon which some had their brains dashed out, to preserve a method which had been sanctioned by the red men for time whereof the memory of man runneth not to the contrary.

It is said that this Queen Esther, whose name was Catherine Montour, presided over the orgies. There can be no doubt of this, for the *quasi* chivalry of the savages demanded some one for this honorable station, and it seemed fitting that her eminence entitled her to the post of distinction. She was a half-breed, and had been well edu-

cated in Canada. Stone says, "her reputed father was one of the French governors of that province when appertaining to the crown of France, and she herself was a lady of comparative refinement. She was much caressed in Philadelphia, and mingled in the best society; hence the remotest belief cannot be entertained that she was the Hecate of that fell night."

It would seem from many acts of her life which have passed into history, that her refined nature would have revolted against such scenes, but that does not materially affect the matter, for she was but occupying an official position which in her own race was considered honorable and ancient.

There is too much direct evidence from the lips of those who saw her there, although the same testimony greatly exaggerates her actions, hence our space will not be profited by going into an examination of all authorities, which are numerous, and woefully conflicting.

Beyond these extra field measures nothing can be shown that there was a massacre at Wyoming. So far it has been shown herein that it was a fair and square fight, and the Americans got the worst of it, which was but paying for their own folly in leaving Forty Fort to go out to attack a superior force, especially when in the debate the night before the battle the semi-mob were urged to abandon the attack by the best military minds of their number.

Such results invariably follow such causes, and Wyoming happened to be the scene where the strongest corroboration was ever given by the same number of men engaged.

The fighting is here ended, and it devolves upon us to show what followed in the shape of a massacre, and here it will do to premise that, there was no massacre, nothing of the nature of one, and nothing that could be any resemblance to such a scene, unless it is contained in the following:

When the gates of the fort were thrown open, the Indians marched in—*under Butler*, not as a horde of savages, and after examining everything with the curiosity of which a savage is capable, went out again, and all through that day, the 5th, molested no one, nor the property of friend or foe.

On the 6th they commenced plundering in some parts of the settlement, and toward evening many of them were drunk, when the ravaging of property became more general. At the first instance, Colonel Dennison sent for Butler and remonstrated with him, alleging that the conduct of the Indians under his command was a breach of the stipulated articles which existed between them. Butler promptly replied, "my men shall not molest the people, I will put a stop to it."

As a military officer, it is but just to say that Butler attempted to arrest every inclination of the plunderers, but it proved in vain, for the real malicious spirit which prompted these overt acts had its origin in the hatred of the Tories to their old neighbors. What more natural than to pay off old scores? Did not the early settlers visit summary punishment upon the Tory element, by sending many of their number away to prison in Connecticut? Were not several of the families proscribed, as we have shown in a former page? Then who was paying the old score, the Indians or the Tories?

Colonel Butler was sent for again before evening, after the Indians became drunk and unmanageable, and Dennison had another conversation with him. Butler's concluding remarks were, "To tell you the truth, I can do nothing with them." Colonel Dennison on his part chided the British commander, but the same words were repeated, and who does not think more of John Butler for his honesty. Do nothing with them? The whole military force of Great Britain, were they present, could not control them but by ousting them from the place, for the Tories had furnished the whiskey, and put them upon the track.

No reader will be silly enough to believe that the early settlers of the valley who were subjugated, and who knew as well as dreaded the Indian character, would put the fire-water into an Indian's mouth, nor will any candid observer, who has ever seen anything of military life, believe that John Butler and the soldiers under him, would have sanctioned such action, especially after the caution which was sent to the fort before the battle, requesting all liquor to be destroyed.

Then there could be but the diabolical spirit of

the Tories to originate and consummate the cowardly scheme. But, even with this view,—with property plundered, with women and children frightened, no one was hurt, and we fail to find a massacre.

How suggestive, indeed, are the words of Chief Justice Marshall, who candidly and forcibly throws light upon the feeling which pervaded the people in the earlier days. He says, after admitting his error in overdrawing the account of Wyoming: "It was certainly our policy during the war to excite the utmost possible irritation against our enemy, and it is not surprising that we should not always have been very mindful of the verity of our publications; but when we come to the insertion of facts in serious history, truth ought never to be disregarded."

Five days after the battle of the 3d of July, Butler left the valley with his entire force; hence, up to this time nothing is recorded of cruelty, excepting destroying property, which is herein claimed was the work of the Tories, as principals.

A melancholy aspect attaches to the event because of much bodily suffering consequent thereon. The retreat on the day of the battle, frightened many women and children from their homes, and others joined them on the 6th, after the violent demonstrations on the part of the Indians. Families were broken up and dispersed, children were carried away into captivity, while far the greater number fled to the mountains, endeavoring to cross them and reach the older settlements. They plunged into a wilderness where but little could be found to nourish them, where many died of wounds, others from want and fatigue, and from keen suffering and deprivation. That wilderness and swamp leading from the mountains bordering the valley, looking toward the Delaware, has acquired a name which it yet retains,—*The Shades of Death.*

Butler, in his march northward, after having burned the houses, mills, etc., states in his report that "we have also killed and drove off about one thousand head of horned cattle, and sheep and swine in great numbers."

This was in reality an almost entire destruction of the valley. Even Zebulon Butler, in his report on the American side states:

"I have heard from men that came from the place since the people gave up, that the Indians have killed no persons since, but have burned most of the buildings, and are collecting all the horses they can, and are moving up the river."

After the lapse of two weeks, from the day of the battle, a rumor flew to the few remaining outskirts, from those who remained in the fort, that the valley was again to be scourged by an approaching body composed of Tories and Indians. This had the effect of clearing the valley of all that had any intentions of remaining, and again the troubled Eden was emptied of its white inhabitants. This approaching expedition proved to be a small party of Rangers and Indians, who had been operating after a bushwhacking style of fighting, along the Delaware, and who moved up country by way of Wyoming up the Lackawanna, thence on, to join the main force of John Butler, from which they had been originally detailed for such a scouting expedition. They found little to encounter around Wyoming, but in the Lackawanna region, they overtook two men on Keiser's Creek, named Leach and St. John, whose scalps they carried away with them, and at Capoose, a Mr. Hickman, who was attending to his crops, was murdered, as were his wife and child. This bushwhacking party, composed only of Tories and Indians, and being under no regular military discipline, were capable of doing such work, and had it not been for the presence of British troops and strict discipline, it could not be here recorded that one hundred and forty escaped, while but one hundred and sixty fell at Wyoming.

The facts recorded in the foregoing chapter are truly painful, and purely the results of war, but the specific acts are all given, which tend to make it doubly painful. Beyond these, the much abused, and ever agitated chapter of the waste and destruction of the valley, ends here.

CHAPTER VIII.

JOSEPH BRANT—THAYENDANEGEA, THE GREAT WAR-CHIEF OF THE SIX NATIONS. WAS HE AT WYOMING?

A dreary sea now flows between,
But neither heat, nor frost, nor thunder,
Shall wholly do away I ween
The marks of that which once hath been.

—*Coleridge's Christabel.*

What if his dull forefathers us'd that cry,
Could he not let a bad example die?

—*Pope.*

The real vexed question concerning Wyoming, in later years is—did Thayendanegea, the "Great Chief of the Six Nations," or in other words Joseph Brant, which was his English name, lead the Indians to the so-called massacre at Wyoming. Historians have endeavored to prove that he did; not so much because Brant was more than a man himself, but for the reason that, could it be proven that he was the immediate leader on the occasion, it would give to history an enormous and dire calamity to record, for Brant was the typical exponent of might, in the grand conclave of nations, which, when reduced to its smallest compass, meant "The Six Nations," and that title in forest warfare days was terrible in the minds of pioneers, far beyond modern realization.

The reader will recall the first chapters in this work, to know that the Six Nations, which meant that number of larger nations, encompassed the territory of many hundred subordinate, distinct tribes, whose arms then grasped still smaller clans as adjuncts of power. The sovereignty of the whole combined, vested in the "Great Chief," who, at the time of the expedition into Wyoming, was Brant.

It is easy to see the motive of the early settlers in laying everything against the account of the mighty Iroquois Chief, which title covered his domain. Take one instance of hundreds, to illustrate the terror of settlers, who knew nothing of the real condition of the country, save what was gathered by hearsay from every rumor of the forest, and the forest, at the date here referred to, includes the powerful combination of landed title covered by the Iroquois when they were denominated the "Five Nations," at the time in which they were engaged in war with the Mohicans, from which James Fenimore Cooper has extracted so many deep figures.

During this period, if a strange Indian was seen in the vicinity, the cry was raised, and carried from hill to hill, A Mohawk! *A Mohawk!* upon which the terror-stricken Red-skins fled like sheep, making no resistance or defense on their side. "Some years after, a wandering Mohawk had straggled away from the ancient home of his tribe, as far as the State of Maine, and presented himself one day, in the streets of a small town not far from the Penobscot river. Indian forms and faces were not strangers in this little community, there being a remnant of the Penobscots yet existing in the neighborhood, who were in the habit of visiting the place four or five times a year, for the purchase of such necessaries as their means could command. It happened that a party of them had come in on the very day of the Mohawk's arrival; and as he was lounging through the street, he came suddenly upon them in turning a corner. The recognition on their part was instantaneous, and was evidently accompanied by emotions of alarm and distrust.

"*Mohawk*, *Mohawk*, was muttered by one and another, and so long as he remained in sight, their eyes were fixed upon him with an evident expression of uneasiness. As for the Mohawk, he condescended to give them only a passing glance, and went on his way with the same lounging, indifferent step that he had exhibited from the first. He was a superb looking fellow, of about 25, full six feet in height, and could easily have demolished three or four of the dwarfish and effeminate Penobscots."—*Stone's Border Wars.*

The attitude of the early settlers partook largely of this spirit in reference to Brant, the mighty Mohawk. Aside from his connection with earlier wars, his name was terrible in every American ear, during the war of Independence, and was long afterward associated with everything bloody, ferocious, and hateful. As the master spirit of the Indians engaged in the British service during the war of the revolution, not only were *all* the border massacres charged directly upon him, but upon his head fell the public maledictions for every individual act of atrocity, whether committed by Indians, or tories, or by the exasperated regular soldiery.

Aside from all this, the most candid of American writers do not hesitate to admit that it was the policy of those in authority, not only to magnify actual occurrences, but sometimes, when these were wanting, to draw upon their imaginations for accounts of such deeds of ferocity and blood, as might best serve to keep alive the strongest feelings of indignation against the parent country, and likewise induce the people to take the field for revenge, if not driven thither by the nobler impulse of patriotism.

The birth of Joseph Brant, otherwise of Thayendanegea, his proper name, which means *two-sticks-of-wood-bound-together*, denoting strength, seems involved in uncertainty. It seems to be settled, however, that he was a half-breed, but even at this point the birth and parentage seem obscured with doubt. There seems to be no limit to the theories of the best authorities, and the reader is referred to the more elaborate works devoted especially to his life and career. The earliest accounts on record state that he was but thirteen years of age when he first took the war-path. At this time he joined the warriors of his tribe, under Sir William Johnson, and was present at the memorable battle of Lake George, in which the French were defeated and their commander, the Baron Dieskau, mortally wounded.

It is reported, that in relating the particulars of this bloody engagement to Doctor Stewart, the youthful warrior acknowledged, "That this being the first action at which he was present, he was seized with such a tremor when the firing began, that he was obliged to take hold of a small sapling to steady himself; but that after the discharge of a few volleys, he recovered the use of his limbs and the composure of his mind, so as to support the character of a brave man, of which he was exceedingly ambitious."

The young warrior continued on the war-path until he was nineteen years of age, when, through the instrumentality of Sir William Johnson, he was sent to the "Moor Charity School," established at Lebanon, Connecticut, under the immediate direction of the Rev. Dr. Eleazer Wheelock, afterwards President of Dartmouth College, of which by its transfer, that school became the foundation.

In this school he manifested such an interest in study and in the modes of life of white men that he was favorably noticed by many of the literary minds of the day. In after years, the Rev. Dr. Wheelock, in commenting upon his knowledge of Brant, concluded a letter as follows:—"He went out with a company against the Indians, and was useful in the war, in which he behaved so much like the Christian and the soldier, that he gained great esteem. He now lives in a decent manner, and endeavors to teach his poor brethren the things of God, in which his own heart seems much engaged. His house is an asylum for the missionaries in that wilderness."

His life abounded in excellent traits of character from the time he entered the forests as a warrior until his death. The above events connected with his life were given to illustrate the importance of judging him in his proper sphere.

To the matter then in point,—did Brant lead the Indians on July 3d, 1778, during the battle? The early settlers were stern in their adherence to the affirmative of this issue, and many and long have been the tales at log cabin firesides'

which have wrought upon the sympathies of a patient, listening posterity a tenacious fidelity to the original belief. But, tradition alone, however pure the channel through which it has coursed, must in its ceaseless wash, carry along many foreign particles which need casting out, in order to identify the true original.

Mr. Chapman, a historian of the valley follows tradition. The Hon. Wm. W. Campbell, of Cherry Valley, the historian of Tryon county, takes the same view; Thomas Campbell, the British poet, along with Halleck and Whittier, our own, immortalize in song the sufferings of the early settlers, all agreeing upon Brant's presence at the bloody scenes in Wyoming.

Colonel Stone, the biographer of Brant, denies it stoutly, giving forcible reasons to induce a charitable feeling for his subject, while Mr. Chas. Miner neither affirms or disputes either position. The history published a few years since by Rev. George Peck, D. D., takes firm ground against popular tradition, and proves an *alibi*, giving dates and circumstances with commendable precision.

The fact that Brant was accustomed to lead the Indians into battle, under the generalship of Colonel John Butler, that he did so at Oriskany a year before the Wyoming campaign, and that he fought in the same capacity on the Chemung a year later, when General Sullivan advanced into the lake country, lends great weight to the opposite side who claim that he too led the savages, acting in conjunction with Colonel John Butler on the invasion of the Wyoming valley.

A thorough investigation of the subject will not warrant such a belief, for it is definitely certain that Brant's base of opperations during the entire summer of 1778 was in the Valley of the Mohawk, and at the head waters of the Susquehanna, with headquarters at or near Unadilla. In June he burned the settlement at Springfield, near the head of Otsego Lake. On the 3d of July, 1778, occurred the conflict at Wyoming. Two days after, July 5th, Brant purchased corn and provision at Unadilla, and gave a receipt in his own handwriting, which was shown by the younger Brant to C. L. Ward, of Towanda, whose authority on pioneer literature was ever help reliable.

A few days before the battle, he was at the head of four hundred Indians, resisting a party of regular troops and Schoharie militia on the upper branch of the Cobelskill. He is easily traced after this fight, all the way to Unadilla, by the following circumstances:—Capt. M'Kean, with five men, who were out scouting his whereabouts came upon his track in the town of Laurens, about nine miles north of the present town of Oneonta, and seventeen miles north of Brant's headquarters.

Here a Quaker by the name of Sleeper, whose descendants still remain in that region, informed M'Kean that Brant, with fifty men, had been at his house that day. As the old Sleeper house is still standing, it is easy to track the course of Brant's command down the Susquehanna. It was at this point in Laurens that Capt. M'Kean wrote a letter which occasioned Brant's answre on July 9th. M'Kean challenged Brant to meet him in single combat, or to meet in fair fight, an equal number of the patriots with his Indians, telling him they would make a goose of him—referring to his name—if he ever came to Cherry Valley. He tied the letter to a stick which he stuck in an Indian path. Brant received it, and mentioned it afterwards with an equally bitter spirit.

While this was transpiring on July 2d John Butler was in front of Fort Wintermoot, three days march distant down the Susquehanna. This fact itself should acquit Brant of the charges against him, while the receipt for corn two days after the battle certainly would, for it would be impossible for him to be in Unadilla on the 5th of July and at the same time commanding the the drunken Indians in Fort Forty.

Additional evidence of Brant's absence is furnished from the *Documents* relating to the Colonial History of the State of New York, Vol. VIII. p. 752, wherein is published a dispatch from Col. Guy Johnson to Lord George Germaine, dated September 10, 1778. The reader will readily observe that the lapse of time, from the engagements both on the head waters of the Susquehanna and at Wyoming, is sufficient to enable Colonel Johnson to report on the campaign with definite military precision. The following is a portion of the report:

"Your lordship will have heard before this can reach you, of the successful incursions of the Indians and the Loyalists from the northward. In conformity to the instructions I conveyed to my officers, they assembled their forces early in May, and one division under one of my deputies (Mr. Butler), proceeded down the Susquehanna, destroying the forts and settlements at Wyoming, augmenting their number with many loyalists, and alarming all the country, while another division, under Mr. Brant, the Indian chief, cut off 294 men near Schoharie, and destroyed the adjacent settlements, with several magazines from whence the rebels had derived great resources, thereby affording encouragement and opportunity to many friends of government to join them."

Another fact, which is given by Dr. Peck, in support of this side of the question, is that of a certificate of protection, given to one of the settlers, dated "Westmoreland, July 5th, 1778," and signed by "John Butler" and "Kayenguaurton." Colonel Stone and Mr. Lossing give the name, "Gi-en-gwa-tah," which signifies, *He who goes in the smoke.* The name of the chief was probably written by Colonel Butler but a turtle drawn at the end of the name, indicates that the chief himself set it there as his mark and seal. This argument is a strong one, for had Brant himself commanded the Indian wing of the forces, his signature would have joined that of Colonel Butler in giving protection.

Again, and the strongest evidence which can be adduced, is the report of Colonel Butler himself, who commanded the entire British, Tory, and Indian force at the battle. He states that the Indians were led on by a Seneca chief by the name of *Gucingeracton.* This name is but another version of the one mentioned by Lossing and Stone.

There can now no longer remain any doubt upon the matter, but, were it necessary to enlarge upon the subject, it is quite evident that a process of military reasoning could demonstrate beyond a doubt, that Brant, commanding a force ranging in numbers from four to seven hundred men, could not march over the country swifter than the cavalry forces of the late war were accustomed to move. Indeed, with his base of supplies at Unadilla, with primitive roads, sparsely settled settlements, and the *impedimenta* which usually characterized an Indian campaign, including even the squaws, it would be simply impossible to be at Wyoming with his force.

Then was he there in person? The proofs above given are sufficient to convince intelligent minds beyond a reasonable doubt, that he was at the head waters of the Susquehanna, while there is not a particle of reasoning given from any source, which would induce the reader to believe that Brant had left command of the forces above, and had repaired with extraordinary haste to another scene of action.

Proof abundant is given to argue a belief in Brant's absence from Wyoming, and the evidence is conclusively sufficient to satisfy any mind beyond a reasonable doubt, of his presence at Unadilla. Now as to cumulative testimony:

Long after the war had been settled, and during years of peace, while residing in Canada, Thayendanegea himself, declared times without number to literary minds of many nations who visited him, that he was not present at Wyoming, and in every case gave sufficient reasons to convince his attentive listeners that such was the truthful state of facts.

All British officers who accompanied the expedition have lent their soldierly honor to clear the Indian warrior of the stigma which rested upon his name.

Philip R. Frey, esq., who was ensign in H. B. M's Eighth Regiment, and who with his regiment was engaged in the campaign and battle of Wyoming, has left behind him for posterity to consider, a very accurate and detailed account of the events connected with this subject, in which he declares with vehemence that Brant was not with the command.

Captain Walter N. Butler, who commanded a corps of Rangers, on the Tory side, states positively, barring any mental reservation, that Brant was not at Wyoming.

Another reason—many of the Masonic fraternity of the forests of New York, who were contemporaries, bore testimony until death that Brant was not on the expedition, for they had means of knowing, and here let it be understood that the cases are numerous by tradition in Ma-

sonic Lodges of New York, of the sterling worth of Brant in rescuing many of their number when in distress.

Cases are given elsewhere, one of which is the case of Jonathan Maynard, esq., of Farmingham (near Boston), Massachusetts, formerly a member of the Senate of that State. He was actively engaged in the Revolution, and at one time was taken prisoner, and carried away to the western part of New York by the Indians, who were of Brant's command. He was condemned to death, and preparations were being made by stripping him, when Brant discovered the symbols of Free Masonry marked upon his arm, which led him to interpose and save his life.

A number of these incidents could be enumerated, but space forbids, and the subject has lost its thread. To return to proof:—Campbell's "*Gertrude of Wyoming*," dealt the heaviest blow in the following verses:

"But this is not the time,"—he started up
And smote his heart with woe-denouncing hand—
This is no time to fill the joyous cup,
The mammoth comes,—the foe,—the monster Brant,—
With all his howling, desolating band;—
These eyes have seen their blade, and burning pine
Awake at once, and silence half your land.
Red is the cup they drink—but not with wine:
Awake, and watch to-night! or see no morning shine!

Scorning to wield the hatchet for his tribe,
'Gainst Brant himself I went to battle forth:
Accursed Brant! he left of all my tribe
Nor man, nor child, nor thing of living birth:
No! not the dog that watch'd my household hearth
Escaped that night of blood, upon our plains!
All perish'd—I alone am left on earth!
To whom nor relatives, nor blood remains,
No!—not a kindred drop that runs in human veins!"

This stroke left a wound in the feelings of the family, and accordingly, John Brant, son of Thayendanegea, visited England, prepared with documents to prove his father's innocence. Mr. Campbell received him, and listened to his grievous tale until he became convinced of his error, and promised in the next edition, then soon to be published, a correction. This correction was not made in the manner promised, but in a note as follows:

"I took the character of Brant in the poem of Gertrude, from the common histories of England, all of which represented him as a bloody and bad man, (even among savages), and chief agent in the horrible desolation of Wyoming. Some years after this poem appeared, the son of Brant, a most interesting and intelligent youth, came over to England, and I formed an acquaintance with him, on which I still look back with pleasure. He appealed to my sense of honor and justice, on his own part and on that of his sister, to retract the unfair assertion, which unconscious of its unfairness, I had cast on his father's memory. He then referred to documents which completely satisfied me that the common accounts of Brant's cruelties at Wyoming, which I had found in books of travels, and in Adolphus's and similar histories of England, were gross errors; and that, in point of fact, Brant was not even present at that scene of desolation. * * * * * I ascertained, also, that he often strove to mitigate the cruelty of Indian warfare. The name of Brant therefore, remains in my poem, a pure and declared character of fiction."

Truly, as Colonel Stone has remarked:—"this is something like knocking a man down, and then desiring that he would regard the blow as purely a phantasy of the imagination."

Thus, has Brant, the mighty Mohawk, passed into history, but posterity will learn to tone down the irregular traits which have been ascribed to him, and when men, who in their day were glorified for fictitious heroism, shall have their memories buried as deep as the entombed slabs of Assyria, tradition will kindle a flame on the shrine of a man who was savage by name but a nobleman by nature.

CHAPTER IX.

GENERAL SULLIVAN'S EXPEDITION FROM WYOMING TO THE LAKES. THE STORY OF FRANCES SLOCUM—MA-CON-A-QUA, THE CAPTIVE GIRL.

"'*Your ancient house?*' No more. I can not see
The wondrous merits of a pedigree:
Nor of a proud display
Of smoky ancestors in wax and clay."

—*Gifford's Journal.*

They came and questioned me, but, when they heard
My voice, they became silent, and they stood
And moved as men in whom new love had stirred
Deep thoughts.

—*The Revolt of Islam.*

It would be only a sequence to allege that the expedition under Colonel John Butler was met by punishment. The Continental forces were not able to succor Wyoming when in need, but now, having learned of the disaster to the valley, General Sullivan was dispatched to punish the Indians for their greedy love of conquest.

In the interim, many matters of minor detail had been considered.

Upon the first reception of the disastrous news, Colonel Hartley, with his regiment, was ordered to proceed forthwith, with instructions from Congress to remain upon the frontier until further orders. He was soon joined by other companies, many of them militia, and among the officers who associated with him was Colonel Dennison, who, in the stipulated articles at Wyoming, had agreed not to serve again in hostility against the British troops. Dennison accompanied Hartley up the Susquehanna as far as Windsor, destroying several small Tory towns and Indian villages. This expedition aroused the people above, and soon force sufficient was gathered to compel Hartley to retreat. It is claimed by Walter Butler, in defense of the atrocities at Cherry Valley, that Dennison violated his parol. Dennison justifies himself on the ground that the Indians and Torys were first to break over the rules of war. A disinterested mind, at this day, in reviewing the state of facts as then existing, can but conclude that both were guilty of every charge which is brought against them as far as the point of honor is concerned.

Colonel Zebulon Butler returned to the valley and built another fort which he occupied, until the following year, when General Sullivan entered the region and assumed entire command. The Sullivan expedition was purely one of retaliation. There was nothing to be gained by sending a force up the country against the numerous tribes of Indians, but the one feature of teaching the red-skins a lesson after their own tactics.

General Sullivan collected his forces at Wilkes-Barre, and by great energy succeeded in transporting the cumbersome luggage of an army of those days, besides the unwieldy artillery, up the Susquehanna as far as Tioga point. Here he was joined by General Clinton, who swelled the numbers to such magnitude, that Colonel John Butler, who was the victor at Wyoming, was now compelled to fly with nearly two thousand men, after making a creditable stand below Newton, on the Chemung River.

The country was flowing as with "milk and honey;" the crops promised everything to the British and Torys, but the avenging host of Sullivan put everything to waste and desolation. Every Indian who fell into the hands of Sullivan's

command, even by surrender, was instantly despatched!! The reader will please note this fact. Miner gives the following account of the havoc made in the country:

"Not a moment of delay was allowed. Being now in the Indian country, hundreds of fields, teeming with corn, beans, and other vegetables, were laid waste with rigid severity. Every house, hut, and wigwam was consumed. Cultivated in rude Indian fashion for centuries, orchards abounded, and near a town between the Seneca and Cayuga Lakes there were fifteen hundred peach-trees, bending under ripe and ripening fruit: all were cut down. The besom of destruction swept, if with regret and pity, still with firm hand, through all their fair fields and fertile plains. Deeply were they made to drink of the chalice they had so often forced remorselessly to the lips of the frontier settlers within their reach. Some idea of the extent of country inhabited by the Indians, the number of their towns, and the great quantity of produce to be destroyed, may be formed, when it is stated that an army of four thousand men were employed, without a day's (except indispensable) remission, from the 29th of August until the 28th of September, in accomplishing the work of destruction. The farthest northwest extent of General Sullivan's advance was to Genesee Castle, at the large flats of the beautiful river of that name."

It may be well to record as a matter of history, that William McClay, in April, 1779, offered a proposition to the authorities of Pennsylvania, to hunt the Indians of the Lackawanna and Wyoming valleys with dogs, saying that "a single troop of Light Horse attended by dogs, would destroy more Indians than five thousand men stationed in forts along the frontiers."

Sullivan penetrated the Indian region to the Lakes, in July, 1779, and burned eighteen of the villages, destroying crops, orchards, and in fact, everything upon which a human being could subsist. He returned to Wyoming, October 7th, having lost but forty men. The force then marched up the Lackawanna and from thence joined the main command of Washington.

This grand expedition had a salutary effect in teaching a lesson, but it did not prevent incursions of small bands. For three years afterward, prowling detachments were on every hand, scouting the valley, and carrying away their victims.

Among the many who were kidnapped, was one who has passed into history, whose life has been studied with as keen relish as was ever a fairy tale:—that of Frances Slocum, who was carried away when but five years of age, by a party of Delawares, and who lived with them until her death, March 9th, 1847.

The Slocums came from Warwick, Rhode Island, and Jonathan Slocum, the father of the far famed captive girl, emigrated in 1777, with a wife and nine children. They located near one of the forts, upon a spot of ground which is at present covered by the city of Wilkes-Barre.

The early training of the family had been on principles averse to war, and Jonathan was loath to mix with the tumult of the valley. A son by the name of Giles, of a fiery spirit, could not brook the evident intentions of the Torys and British, and consequently he shouldered his musket and was one to take part in the battle of July 3d, 1778.

The prowling clans of savages and bushwhacking Torys which continued to harrass the valley, occasioned much mischief in different parts, and in the month of November, following the battle, it was the misfortune of the Slocum family to be visited by a party of these Delawares, who approached the cabin, in front of which two Kingsley boys were engaged at a grind stone, sharpening a knife. The elder had on a Continental coat, which aroused the ire of the savages, and he was shot down without warning and scalped by the very knife which he had put edge to.

The report aroused the inmates of the house, and Mrs. Slocum had reached the door in time sufficient to see the boy of her neighbor scalped.

An older daughter seized a young child two years old, and flew with terror to the woods. It is said that her impetuosity in escaping caused the Indians to roar with laughter. They were about to take away a boy, when Mrs. Slocum pointed to a lame foot exclaiming—"The child is lame, he can do thee no good." They dropped the boy, and discovered little Frances hidden away under the staircase. It was but the act of a moment to secure her, and when they bore her

away the tender child could but look over the Indian's shoulder and scream "mamma."

The alarm soon spread, but the elasticity of a Delaware's step had carried the party away into the mountains.

Mr. Slocum was absent at the time of the capture, and upon returning at night learned the sad news.

The family's trials did not end here. Miner, who is ever in sympathy with the early annals of Wyoming, thus depicts the scenes which occurred afterward:

"The cup of vengeance was not yet full. December 16th, Mr. Slocum and Isaac Tripp, esq., his father-in law, an aged man, with William Slocum, a youth of nineteen or twenty, were feeding cattle from a stack in the meadow, in sight of the fort, when they were fired upon by Indians. Mr. Slocum was shot dead; Mr. Tripp wounded, speared, and tomahawked; both were scalped. William, wounded by a spent ball in the heel, escaped and gave the alarm, but the alert and wily foe had retreated to his hiding place in the mountain. This deed, bold as it was cruel, was perpetrated within the town plot, in the centre of which the fortress was located. Thus, in little more than a month, Mrs. Slocum had lost a beloved child, carried into captivity; the doorway had been drenched in blood by the murder of a member of the family; two others of the household had been taken away prisoners; and now her husband and father were both stricken down to the grave, murdered and mangled by the merciless Indians. Verily, the annals of Indian atrocities, written in blood, record few instances of desolation and woe to equal this."

In 1784, after peace had settled upon the country, two of the Slocum brothers visited Niagara, in hopes of learning something of the whereabouts of the lost sister, but to no purpose. Large rewards were offered, but money will not extract a confession from an Indian which will break into the family circle.

Little Frances all this time was widely known by many tribes of Indians, but she had become one of them, hence the mystery which enshrouded her fate.

The efforts of the family were untiring. Several trips were made westward, and each resulted in vain. A large number of Indians of different tribes were convened, in 1789, at Tioga Point, to effect a treaty with Colonel Proctor. This opportunity seemed to be the fitting one, for one visit could reach several tribes, but Mrs. Slocum, after spending weeks of inquiry among them, was again obliged to return home in sorrow, and almost despair.

The Brothers took a journey in 1797, occupying nearly the whole summer, in traversing the wilderness and Indian settlements of the west, but to no purpose. Once, indeed, a ray of hope seemed to glimmer upon the domestic darkness, for a female captive responded to the many and urgent inquiries, but Mrs. Slocum discovered at once that it was not her Frances. The mother of the lost child went down to the grave, having never heard from her daughter since she was carried away captive.

In 1826, Mr. Joseph Slocum, hearing of a prominent Wyandot chief who had a white woman for a wife, repaired to Sandusky, but was disappointed when he beheld the woman who he knew to a certainty could not be Frances. Hope had become almost abandoned, and the family was allowing the memory of the lost girl to sink into forgetfulness, when one of those strange freaks of circumstances which seem so mysterious to humanity, but which are the ordinary actions of Infinity, brought to light the history and the person of the captive girl of Wyoming.

Colonel Ewing, who was connected with Indian service, had occasion to rest with a tribe on the Wabash, when he discovered a woman whose outlines and texture convinced him that she must be a white woman, although her face was as red as any squaw's could be. He made inquiries, and she admitted that she had been taken from her parents when young, that her name was SLOCUM, and that she was now so old that she had no objections to having her relations know of her whereabouts.

The Colonel knew full well, how anxious many eastern hearts were to hear of the lost one of earlier days, and thinking that he would do a charitable service, he addressed the following letter to the Postmaster of Lancaster, Pennsylvania:

Logansport, Indiana, January 20, 1885.

"DEAR SIR,—In the hope that some good may result from it, I have taken this means of giving to your fellow-citizens—say the descendants of the early settlers of the Susquehanna—the following information; and if there be any now living whose name is Slocum, to them, I hope, the following may be communicated through the public prints of your place.

"There is now living near this place, among the Miami tribe of Indians, an aged white woman, who a few days ago told me, while I lodged in the camp one night, that she was taken away from her father's house, on or near the Susquehanna river, when she was very young—say from five to eight years old, as she thinks—by the Delaware Indians, who were then hostile toward the whites. She says her father's name was Slocum; that he was a Quaker, rather small in stature, and wore a large-brimmed hat; was of sandy hair and light complexion, and much freckled; that he lived about a half a mile from a town where there was a fort; that they lived in a wooden house of two stories high, and had a spring near the house. She says three Delawares came to the house in the day time, when all were absent but herself, and perhaps two other children: her father and brothers were absent making hay. The Indians carried her off, and she was adopted into a family of Delawares, who raised her and treated her as their own child. They died about forty years ago, somewhere in Ohio. She was then married to a Miami, by whom she had four children; two of them are now living—they are both daughters—and she lives with them. Her husband is dead; she is old and feeble and thinks she will not live long.

"These considerations induced her to give the present history of herself, which she would never do before, fearing that her kindred would come and force her away. She has lived long and happy as an Indian, and, but for her color, would not be suspected of being anything else but such. She is very respectable and wealthy, sober and honest. Her name is without reproach. She says her father had a large family, say eight children in all—six older than herself, one younger, as well as she can recollect; and she doubts not that there are still living many of their descendants, but seems to think that all her brothers and sisters must be dead, as she is very old herself, not far from the age of eighty. She thinks she was taken prisoner before the two last wars, which must mean the Revolutionary war, as Wayne's war and the late war have been since that one. She has entirely lost her mother tongue, and speaks only in Indian, which I also understand, and she gave me a full history of herself.

"Her own Christian name she has forgotten, but says her father's name was Slocum, and he was a Quaker. She also recollects that it was on the Susquehanna River that they lived. I have thought that from this letter you might cause something to be inserted in the newspapers of your county that might possibly catch the eye of some of the descendants of the Slocum family, who have knowledge of a girl having been carried off by the Indians some seventy years ago. This they might know from family tradition. If so, and they will come here, I will carry them where they may see the object of my letter alive and happy, though old and far advanced in life.

"I can form no idea whereabouts on the Susquehanna River this family could have lived at that early period, namely, about the time of the Revolutionary war, but perhaps you can ascertain more about it. If so, I hope you will interest yourself, and, if possible, let her brothers and sisters, if any be alive,—if not, their children—know where they may once more see a relative whose fate has been wrapped in mystery for seventy years, and for whom her bereaved and afflicted parents doubtless shed many a bitter tear. They have long since found their graves, though their lost child they never found. I have been much affected with the disclosure, and hope the surviving friends may obtain, through your goodness, the information I desire for them. If I can be of any service to them, they may command me. In the mean time, I hope you will excuse me for the freedom I have taken with you, a total stranger, and believe me to be, sir, with much respect, your obedient servant,

"GEO. W. EWING."

This letter met the fate of many others of importance—it was flung away as a wild story.

The student of human nature readily sees the advantage of many a trivial affair, but the Postmaster of Lancaster could not grasp the intent of a superior mind, and Ewing's letter went to the waste basket.

Dr. Peck, the venerable preacher of the Methodist church, states in his history, that "there was a providence in the discovery of the lost one, and will that providence, which was concerned in the first developement, allow the light to die out, and the whole matter to be hid from the vision of those so deeply interested in the revelation?" It seems that there is an overruling Power who ordains and controls events, as will be seen in this case.

The Postmaster died, and had been in his grave time sufficient to allow the wife an opportunity of straightening his affairs. She was in the act of overhauling a mass of papers belonging to her husband's business, when she encountered the letter of Colonel Ewing. A woman's perceptions are keen and quick, and the tender emotions which were begotten in her mind, were but the responses of her better nature. Her sympathy yearned for one of her sex, and she could do no more than proclaim the story to the world. Accordingly she sent the letter to the editor of the Lancaster *Intelligencer*, and therein it was published.

Newspapers of limited circulation may not revolutionize matters of great importance, but they have their sphere in detail, and when the aggregate is summed up, they accomplish more than the mighty engines of larger mediums.

It was so in this case,—the Lancaster paper was about issuing an extra for temperance purposes, and this letter happened to go into the form to help "fill up," as poor printers sometimes express it. The Lancaster office was not poor,—but the foreman did "fill up" with the Ewing letter. Rev. Samuel Bowman, of Wilkes-Barre, by chance saw a copy. He knew the Slocums, and the entire history of the valley as it was given by tradition.

He was not present in the valley at the time, but his heart warmed for the scenes and associations of early times in Wyoming. He mailed one of the papers to a Slocum, a brother of the captive girl, and the effect produced was as if by magic. Everybody was acquainted with the history of Frances, and all were interested in her fate. Sixty years had gone by since she was carried away, an innocent girl, and now the world had found the lost one.

The result of the discovery is embodied in the following letters:

"Wilkes-Barre, Penn., August 8, 1837.

George W. Ewing, Esq.:

"Dear Sir,—At the suggestion of my father and other relations, I have taken the liberty to address you, although an entire stranger.

"We have received, but a few days since, a letter written by you to a gentleman in Lancaster, of this state, upon a subject of deep and intense interest to our family. How the matter should have lain so long wrapped in obscurity we cannot conceive. An aunt of mine—sister of my father—was taken away when five years old by the Indians, and since then we have only had vague and indistinct rumors upon the subject. Your letter we deem to have entirely revealed the whole matter, and set every thing at rest. The description is so perfect, and the incidents (with the exceptiou of her age) so correct, that we feel confident.

"Steps will be taken immediately to investigate the matter, and we will endeavor to do all in our power to restore a lost relative who has been sixty years in Indian bondage.

"Your friend and obedient servant,

"Jon. J. Slocum."

"Logansport, Indianna, August 26, 1837.

"Jon. J. Slocum, Esq., Wilkesbarre:

"Dear Sir,—I have the pleasure of acknowledging the receipt of your letter of the 8th instant, and in answer can add, that the female I spoke of in January, 1835, is still alive; nor can I for a moment doubt but that she is the identical relative that has been so long lost to your family.

"I feel much gratified to think that I have been thus instrumental in disclosing to yourself and friends such facts in relation to her as will enable you to visit her and satisfy yourselves more fully. She recovered from the temporary illness by which she was afflicted about the time I spent the night with her in January, 1835, and

which was, no doubt, the cause that induced her to speak so freely of her early captivity.

"Although she is now, by long habit, an Indian, and her manners and customs precisely theirs, yet she will doubtless be happy to see any of you, and I myself will take great pleasure in accompanying you to the house. Should you come out for that purpose, I advise you to repair directly to this place; and should it so happen that I should be absent at the time, you will find others who will take you to her. Bring with you this letter; show it to James T. Miller, of Peru, Ind., a small town not far from this place. He knows her well. He is a young man whom we have raised. He speaks the Miami tongue, and will accompany you if I should not be at home. Inquire for the old white woman, mother-in-law to Brouriette, living on the Missisinewa River, about ten miles above its mouth. *There you will find the long-lost sister of your father*, and, as I before stated, you will not have to blush on her account. She is highly respectable, and her name as an Indian is without reproach. Her daughter, too, and her son-in-law, Brouriette, who is also a half-blood, being part French, are both very respectable and interesting people—none in the nation are more so. As Indians they live well, and will be pleased to see you. Should you visit here this fall, I may be absent, as I purpose starting for New York in a few days, and shall not be back till some time in October. But this need not stop you; for, although I should be gratified to see you, yet it will be sufficient to learn that I have furthered your wishes in this truly interesting matter.

"The very kind manner in which you have been pleased to speak of me shall be fully appreciated.

"There perhaps are men who could hear her story unmoved, but for me, I could not; and when I reflected that there was, perhaps, still lingering on this side of the grave some brother or sister of that ill-fated woman, to whom such information would be deeply interesting, I resolved on the course which I adopted, and entertained the fond hope that my letter, if ever it should go before the public, would attract the attention of some one interested. In this it seems, at last, I have not been disappointed, although I had long since supposed it had failed to effect the object for which I wrote it. Like you, I regret that it should have been delayed so long, nor can I conceive how any one should neglect to publish such a letter.

"As to the age of this female, I think she herself is mistaken, and that she is not so old as she imagines herself to be. Indeed, I entertain no doubt but that she is the same person that your family have mourned after for more than half a century past. Your obedient humble servant,

"GEORGE W. EWING.

There was one mark which could not be mistaken—little Frances, when a child had played with a brother in the blacksmith's shop, and by a careless blow from the latter a finger was crushed in such a manner that it never regained its original form.

Mr. Isaac Slocum, accompanied by a sister, and brother, sought an interview with the tanned woman, through the aid of an interpreter, and the first question asked after an examination of the finger was:—'how came that finger jammed?' The reply was convincing and conclusive—'My brother struck it with a hammer in the shop, a long time ago, before I was carried away.'

Here then, at last, by this unmistakable token, the lost was found. Her memory proved to be unerring; the details of events sixty years old were perfect, and given in such a manner as to awaken in the hearts of the Slocum family warm emotions for the withered old woman. Her life, although rude, had been a happy one, and no inducements were strong enough to persuade her to leave the camp fires of her adoption.

By act of Congress, MA-CON-A-QUA, the Indian title of Frances Slocum, was granted one mile square of the reservation which was appointed to the Indians of Indiana, west of the Mississippi—to be held by herself during her life, and to revert to her heirs forever. She died March 9th 1847, and was given Christian burial in a beautiful spot where the romantic waters of the Missisinewa and Wabash rivers join their ripples on the way to the sea.

The story of the captive girl of Wyoming has been breathed around the hearths of the entire Christian world as one of the most fruitful in romance and song.

CHAPTER X.

THE PENNAMITE WAR. PERMANENT PEACE RESTORED TO WYOMING VALLEY.

[And the future is dark, and the present is spread
Like a pillow of thorns for thy slumberless head.
—*Shelley.*

Thy touch has stamped these limbs with crime,
These brows thy branding garland bear;
But the free heart, the impassive soul,
Scorn thy control!
—*Hellas.*

Following the winter of 1782–83, peace between the Colonies and Great Britan dawned with the warm rays of spring. Beautiful Wyoming had, however, since the fated day of July, 1778, nearly five years before, suffered more in detail than any other section of country along the entire Atlantic seaboard. It seemed to be miraculous how sudden and easy hostile parties could meet in this enchanted vale. The diaries and more detailed histories of the earlier days are replete with the many and thrilling tales of adventure, cruelty and sacrifice of these five years preceeding peace between the two countries, but alas, Wyoming's landscape was as scarlet streams of gore long after. The old feud between the Yankees, from New England, on the one part, and the native Pennsylvanians on the other, which had been slumbering during the years of Revolutionary story when all hearts were united in a common cause—now broke out afresh, and apparently with redoubled vigor and vindictive malice.

The Decree of Trenton which was passed in December, 1782, adjudged the right of jurisdiction and preemption to Pennsylvania.

Upon the concluding of amicable relations between England and the United States during the spring, the garrison which had been stationed at Wilkes-Barre was removed, and for some reason known only to the authorities, the fort was at once manned with Pennsylvania state troops.

The entire nation, weary with the long war, was in a happy mood in the spring, and all hands joined with an earnest effort to prepare for the crops of the coming summer. Wyoming lent its cooperation to the good work, and during the pleasant days of the genial months, peace and order prevailed.

The Valley was augmented in numbers by parties arriving from different directions, to seek a home in the renowned vale on the Susquehannna; New Jersey and Pennsylvania furnished the greatest number.

During the autumn months affairs assumed a sterner aspect, and it was evident that the Pennsylvania bitterness was determined to show itself once more in its fury toward the Connecticut settlers.

A number of the former met secretly, and elected justices of the peace and other officers. The Assembly of Pennsylvania, in hearty cooperation, commissioned those duly elected, and soon every Yankee against whom any trivial charge could be trumped up was sued, and partial, if not diabolical judgments meted out to them. Men were publicly whipped with gun-rods, compelled to lie in pens with mud for bedding, and a rule enforced that if three Yankees were seen together, they were to be punished.

The troops under Pennsylvania state officers, acted brutally toward the hard struggling settlers, and instances are recorded where the sol-

diers purposely destroyed the fences around grain fields, that cattle might enter for pasturage.

Miner in describing the scenes attending the outbreak says :—"On the 13th and 14th of May the soldiers were sent forth, and at the point of the bayonet, with the most high-handed arrogance, dispossessed one hundred and fifty families; in many instances set fire to their dwellings, avowing the intention utterly to expel them from the country. Unable to make any effectual resistance, the people implored for leave to remove either up or down the river, as with their wives and children, in the state of the roads, it would be impossible to travel. A stern refusal met this seemingly reasonable request, and they were directed to take the Lackawaxen road, as leading most directly to Connecticut. But this way consisted of sixty miles of wilderness, with scarce a house; the roads were wholly neglected during the war, and they then begged leave to take the Easton or Stroudsburg route, where bridges spanned the larger streams, still swollen by recent rains. All importunities were vain, and the people fled toward the Delaware, objects of destitution and pity that should have moved a heart of marble. About five hundred men, women, and children, with scarce provisions to sustain life, plodded their weary way, mostly on foot, the roads being impassable for wagons, mothers carrying their infants, and pregnant women literally wading the streams, the water reaching to their armpits, and at night slept on the naked earth, the heavens their canopy, and scarce clothes to cover them. A Mr. John Gardner and John Jenkins, both aged men and lame, sought their way on crutches. Little children, tired with traveling, crying to their mothers for bread, which they had not to give them, sunk from exhaustion into stillness and slumber, while the mothers could only shed tears of sorrow and compassion, till in sleep they forgot their griefs and cares. Several of the unfortunate sufferers died in the wilderness, others were taken sick from excessive fatigue, and expired soon after reaching the settlements. A widow, with a numerous family of children, whose husband had been slain in the war, endured inexpressible hardships. One child died, and she buried it as she could beneath a hemlock log, probably to be disinterred from its shallow covering, and be devoured by wolves."

Hollister in his history of the Lackawanna Valley mentions the fact that "a small mound, sheltered by a friendly hemlock, lies by the roadside in Wayne county, where the little one was buried."

It is but justice to note that the proceedings of the troops drew forth peremptory repudiation from the State authorities, and the companies then on duty were instantly relieved.

The Connecticut people had not lost all faith in the wisdom of State government, and it was determined, in order to procure protection and justice, to appeal by petition to the existing administration of State authority. The rule forbidding three to be seen together, was a bar to any effective action, and the result was, to confer by sending around two to notify all of plans adopted.

A meeting was finally held within forty rods of the fort, where a number assembled with great secrecy, darkened the windows, then drew and signed a petition which was forwarded to Philadelphia by a messenger who contracted to deliver it. It reached the Assembly, and a committee was appointed to repair to Wilkes-Barre, to inquire into the cause of the complaint.

The committee met pursuant to instructions, heard the evidence on both sides, which clearly established the position taken by the Connecticut people, when they retired and reported, but without effect.

The trials of the families who had left their quiet New England homes, were indeed severe; besides the troubles from Indian raids, added to the inconveniences imposed by Pennsylvanians, a great ice flood, which carried away cattle and horses, and even dwellings, almost ruined the prosperity of the community. The locks had been taken from New England guns, and in fact every disability which could render inefficient the aims of the settlers was resorted to. The Pennamites for a time obtained full possession and control of the country, but only to be met again by the persistent Yankees.

In the fall of 1785 a brisk skirmish was had between a party of the Pennamites and another of

Yankees, in a piece of woods near Plymouth, in which two were killed and several wounded. The Pennamites fled in confusion, and were pursued to their fort, where a state of siege was commenced which lasted for several days. Intelligence reached the assailants that a force was on the way to assist the besieged Pennamites, which compelled the Yankees to raise the siege and direct their attention to opposing the advance of the coming columns, which they did in a satisfactory manner. The war was not confined alone to flint-locks and gunpowder—the law was putting its machinery to its fullest capacity. The Sheriff of Northumberland county accompanied by several justices came to Wilkes-Barre to attempt a restoration of peace. After much negotiation an agreement was entered into by which both parties were to resume the ordinary duties of life, and under this state of affairs the Yankees returned to their deserted homes, and the Pennamites to their forts. A short time after a body of men, some two or three hundred in number, headed by John Armstrong and a Mr. Boyd the members of the Senate of Pennsylvania, entered the valley and demanded the surrender of both factions. The submission of the Pennamites was but a farce, and no sooner had the Yankees laid down their arms, than they were made prisoners, and Pennamite sentinels were placed over them as guards. Several were sent in irons to the jail at Easton, others to Sunbury. Those at the latter place readily found bail and returned, but a severer fate awaited the incarcerated ones at Easton. They were placed in cells, from which a large number forced their way out, and obtained arms once more and proceeded to assert their rights headed by one John Franklin. No bills were found against the others at Easton hence they were discharged, upon paying jail fees and expenses amounting to twenty-five dollars each.

The State troops were once more called to active service in the Valley, and arrests again became frequent, but none of Franklin's party were secured.

The fort was attacked one night by the Yankees, when two officers were killed, which was the last bloodshed of the Valley. The fort was soon thereafter evacuated, and all the Pennamites who had been active against the Yankees were forced to leave the settlement. They raised a clamor after leaving, stating that they had been plundered, wronged, and driven from their homes by the intruding Yankees, which so inflamed the public mind that the Legislature again took cognisance of the matter, and another committee of three was appointed to repair to Wyoming to endeavor to stop further disorder. They came, returned and reported, but no action followed their deliberations.

Nothing effectual transpired until 1786, when a law was passed erecting the disputed territory into a county, which was called Luzerne. The first election of officers was held in July, 1787, and from that day, the angel of peace has presided over the famous Valley of Wyoming with a maternal watchfulness and care, rarely bestowed upon the favored spots of earth.

Truly has Halleck sung:

"Nature hath made thee lovelier than the power
  Even of Campbell's pen hath pictured; he
Had woven, had he gazed one sunny hour
  Upon thy winding vale, its scenery,
With more of truth, and made each rock and tree
  Known like old friends, and greeted from afar:
And there are tales of sad reality
  In the dark legends of thy border war,
With woes of deeper tint than his own Gertrude's are."

CHAPTER XI.

THE WYOMING MONUMENT.

I beg no pity for this mould'ring clay:
For if you give it burial, there it takes
Possession of your earth:
If burnt and scatter'd in the air, the winds
That strew my dust, diffuse my royalty,
And spread me o'er your clime.

—*Dryden, Don Sebastian King of Portugal, Act I.*

Near the spot where occurred the fated battle of July 3d, 1778, has been erected a monument commemorative of the event. Away down the Valley, resting upon its very bosom, as seen from the heights surrounding, guarded by foliage as soft and graceful as can be found in any spot in the temperate zone, there shoots up a modest shaft, which is visited annually by thousands who are drawn to it by the romance which has ever hung around Wyoming.

It will be remembered that the battle commenced below Wintermoot's, or what is now known as Pittston, and the course of flight was down the valley toward Wilkes-Barre, so that the spot where the monument now stands witnessed the heaviest of the engagement. The flight was so sudden, and the panic so general, that the bodies of the slain were abandoned without burial. It was not until the 21st of October of the same year, over three months from the occurrence of the fight, that the bodies found sepulture. Colonel Butler, on his return to the valley, detailed a force who were sent to collect the remains of the slain.

General William Ross, who witnessed the burial in October, said of it, that "owing to the intense heat of the weather, and probably the dryness of the air, the bodies were shriveled, dried, and inoffensive, but, with a single exception, their features could not be recognized."

The bodies were collected and placed in a common grave, only to be disturbed when an admiring posterity claimed the relics of patriotism for a nobler ceremonial. The ploughshare had turned the sod for years, over the resting place of the heroes, and for a long time the identical spot was lost to the knowledge of later settlers.

Hon. Charles Miner, the venerable historian of the Valley, was the first to call public attention to the matter of erecting a monument to the memory of the fallen brave. In several newspaper articles, as early as 1809, his efforts were put forth for the consumation of the project, but nothing definite or tangible was reached until the 16th day of June, 1832, when " a meeting of a number of the early settlers of Wyoming Valley, who had relatives and acquaintances in the Wyoming massacre, and other citizens of Luzerne county, convened at the house of Major O. Helme, in Kingston, to take into consideration the subject of erecting a monument to the memory of those who fell in that disastrous conflict. General William Ross was appointed chairman, and Charles D. Shoemaker secretary." A committee to draft resolutions was appointed, composed of John Carey, Col. Benjamin Dorrance, Rev. Benjamin Bidlack, Colonel George P. Ransom, Calvin Wadhams, John Gore, Sen., Joseph Wright, and Benjamin Reynolds.

Another committee was appointed to negotiate for the purchase of "half an acre of ground, including the burial place of those who fell in the

battle of Wyoming," consisting of Benjamin Dorrance, Calvin Wadhams, Anderson Dana, David Scott, and George M. Hollenback.

A public meeting was secured at which Rev. Dr. May, of the Protestant Episcopal Church, was the orator, assisted by Rev. Dr. Murray, of the Presbyterian Church, and Rev. Charles Nash of the Methodist Episcopal Church.

The following extract is taken from the address of Dr. May:

"When upward of fifty years have gone, we are in quiet possession of this valley. The sun in his daily journey looks upon few spots on which the Creator has combined more of the materials necessary for earthly happiness. No object of price in general can be gained without painstaking and sacrifice. The independence of our common country was not secured without a long and toilsome struggle. This valley, so rich in soil, so lovely in scenery, could not be possessed securely till the sacrifice was made, and that, too, of blood. The hands that more than half a century ago first struck the axe into the forests that had for ages shadowed these plains, lie mingled with the dust. The troubles of those times, when the Indians descended upon this valley, were borne by heads that are pillowed beneath the soil. See, fellow citizens, the sacrifice which was made by the first civilized tenants of this valley. The grave containing their bones is uncovered before you. You see for yourselves the marks of the tomahawk and scalping-knife on the heads which are here uncovered, after having rested for more than fifty years. Peace be in this grave—sacred be the memory of them that sleep here.

"A few who were themselves sharers in the toils and difficulties of those times yet survive, and are here this day to bear witness for us. Venerable citizens, we respect you for your years; we honor you for the part you bore in the doings and sufferings of those days; we love and cherish the principles of liberty which animated you; we owe you a debt of gratitude for the happy inheritance which you did your part to preserve unimpaired for your children. You have passed within the lines of the second half century since you opened a grave here for your brothers whom the Indians slaughtered on these plains. This valley, which you saw as it was when but a frontier, you survive to see in the midst of a population of many hundreds of thousands overspreading the country beyond you. But on this day, and where you now are, you cannot but think of what you once saw in this place. We would stand aside while you look into this grave, and see the bones of your brothers, which fifty years ago you assisted in sadly laying here. We would not intrude while, as you stand beside these bones, you think how you stood beside your friends when they lived. For your sakes we are glad that this day has come. We rejoice to think that you may see yet a stone raised here, on which the names of those you laid in this spot shall be engraven."

Dr. Murray added in the course of his address:

"You see these bleached heads and bending forms around me. These worthies have come down to us from the last century, and are the companions of the heroes to whose manly frames these mouldering bones belonged. Could the breath of life be breathed into these bones—could they rise in the possession of living energy, they would find, even among this small remnant, a few brothers and sons. As the gentleman on my right was narrating the incidents of the horrible massacre, I saw the tear stealing down the furrowed cheeks of those fathers of our community. That tear told me that they felt—that they deeply felt; and methinks that there is not a heart in this vast concourse that does not sympathize with them. They desire that a monument should be erected over the common grave of their fathers, and brothers, and companions. And do you not sympathize with them? I know you do. I feel persuaded that you are anxious to place a liberal subscription on this paper before you retire from this place. You court the honor of contributing to the Wyoming Monument. My great fear is that we shall not all have the privilege of giving. I would therefore caution the rich not to indulge their patriotic feelings too freely, lest the poor should be debarred. We all want to have our stone in the Wyoming Monument."

The Legislature of Connecticut was appealed to for aid in constructing the monument, and in 1839 a committee from the valley was sent to

Hartford for that purpose. The claims of Wyoming's early settlers were strongly urged, and a report was presented which proposed a grant of three thousand dollars, but it was allowed to pass unheeded.

In 1841 the attempt was repeated, but to no purpose.

The ladies of Wyoming at last took the matter in charge, which resulted in the formation of what was known as the "Luzerne Monumental Association," under the auspices of which the monument was finally reared.

On one slab is the following inscription:

"Near this spot was fought, on the afternoon of the 3d of July, 1778, the Battle of Wyoming, in which a small band of patriotic Americans, chiefly the undisciplined, the youthful, and the aged, spared by inefficiency from the distant ranks of the Republic, led by Colonel Zebulon Butler and Colonel Nathan Denison, with a courage that deserved success, boldly met and bravely fought a combined British, Tory, and Indian force of thrice their number. Numerical superiority alone gave success to the invader, and widespread havoc, desolation, and ruin marked his savage and bloody footsteps through the Valley.

This monument, commemorative of these events, and in memory of the actors in them, has been erected over the bones of the slain by their descendants and others, who gratefully appreciate the services and sacrifices of their patriotic ancestors."

On the other slabs the following:

Dulce et decorum est pro patria mori.

Slain in the battle:

FIELD-OFFICERS.

Lieut. Col. George Dorrance,
Major John Garret.

CAPTAINS.

James Bidlack, Jun.,
Aholiab Buck,
Robert Durkee,
Rezin Geer,
Joseph Whittlesey,
Dethic Hewit,
William M'Karaghen,
Samuel Ransom,
Lazarus Stewart,
James Wigton.

LIEUTENANTS.

A. Atherton,
Stoddart Bowen,
Aaron Gaylord,
Timothy Pierce,
Perrin Ross,
Elijah Shoemaker,
Lazarus Stewart, Jun.,
Asa Stevens,
Flavius Waterman,
James Wells.

ENSIGNS.

Jeremiah Bigford,
Asa Gore,
Silas Gore,
Titus Hinman,
John Otis,
William White.

PRIVATES.

Jabez Atherton,
Christopher Avery,
—— Acke,
A. Benedict,
Jabez Beers,
Samuel Bigford,
Elias Bixby,
David Bixby,
John Boyd,
John Brown,
Thomas Brown,
William Buck,
James Budd,
Amos Bullock,
Henry Buck,
John Caldwell,
Isaac Campbell,
Josiah Cameron,
Joseph Carey,
Joel Church,
James Coffrin,
William Coffrin,
Samuel Cole,
Robert Comstock,
[three] Cook Brothers,
Christopher Cortright,
John Cortright,
Anson Coray,
Rufus Coray,
Jenks Coray,
Samuel Crocker,
Joseph Crocker,
Jabez Darling,
D. Denton,
Conrad Devenport,
Anderson Dana,
James Divine,
George Downing,
Levi Dunn,
William Dunn,
—— Dncher,
Benjamin Finch,
John Finch,
Daniel Finch,
Elisha Fitch,
Cornelius Fitchett,
Eliphalet Follett,
Thomas Faxen,
John Franklin,
Thomas Fuller,
Stephen Fuller,
—— Gardner,
George Gore,
—— Green,
Samuel Hutchinson,
William Hammond,
Silas Harvey,

Benjamin Hatch,
Cyprian Hebard'
Levi Hicks,
James Hopkins,
Nathaniel Howard,
John Hutchins,
Israel Inman,
Elijah Inman,
Joseph Jennings,
Samuel Jackson,
Robert Jameson,
Henry Johnson,
—— Lester,
Joshua Landon,
Daniel Lawrence
William Lawrence,
Francis Ledyard,
James Lock,
Conrad Lowe,
Jacob Lowe,
Nicholas Manvill,
Job Marshall,
New Matthewson,
C. M'Cartee,
A. Meeleman,
Robert M'Intire,
Andrew Millard,
John Murphy,
Joseph Ogden,
John Pierce,
Abel Palmer,
Silas Parke,
William Packer,
Henry Pencil,
Noah Pettibone, Jun.,
Jeremiah Ross,
— —Reynolds,
Elisha Richards,
Elias Roberts,
Enos Rockway,
Timothy Ross,
James Shaw,
Philip Weeks,
Constant Searle,
Abel Seeley,
Joseph Shaw,
Abraham Shaw,
Darius Spafford,
Levi Spencer,
Josiah Spencer,
Eleazer Sprague,
Aaron Stark,
Daniel Stark,
Joseph Staples,
Rufus Stevens,
James Stevenson,
Naler Sweed,
Ichabod Tuttle,
John Van Wee,
Abraham Vangorder,
Elisha Waters,
Bartholomew Weeks,
Jonathan Weeks,
Peter Wheeler,
Stephen Whiting,
Esen Wilcox,
John Williams,
Elihu Williams, Jun.,
Rufus Williams,
Azibah Williams,
John Ward,
John Wilson,
Parker Wilson
——Wade,
William Woodringer,
Ozias Yale.

The construction is of granite, sixty-two and a half feet in height, and neatly and artistically designed. The photographic illustration which is given is pronounced a fine piece of workmanship, and reflects credit upon the artist.

CHAPTER XII.

CAMPBELL'S LEDGE.

Yet higher than their tops
The verd'rous wall of paradise up-sprung:
* * * * * * * * *
On which the sun more glad impress'd his beams,
Than in fair evening cloud, or humid bow,
When God had shower'd the earth; so lovely seemed
That landscape: and of pure now purer air
Meets his approach, and to the heart inspires
Vernal delight and joy, able to drive
All sadness but despair; now gentle gales
Fanning their odorif'rous wings, dispense
Native perfumes, and whisper whence they stole
Those balmy spoils.

—*Paradise Lost, Book IV.*

The prominent feature at the upper end of the Wyoming Valley is Campbell's Ledge, sometimes called Crag Campbell. It is a bold mountain, commencing from the union of the waters of the Susquehanna and Lackawanna rivers on the plain, and continuing rather abruptly in ascent until near its crowning summit, when its face as it looks down upon the fair vale below, assumes a gray scowl of rock, nearly perpendicular, from the top of which many an ambitious traveler views the glories and beauties of three valleys, Wyoming, Lackawanna, and the Susquehanna.

Every visitor to this section of country, finds it a necessity to scale this sentinel of many traditions, and the pen of the muse is ever busy in singing of its charms.

Mrs. Sigourney's poem, "The Susquehanna, on its Junction with the Lackawanna," which we give in the present chapter, lends classic grace to the locality. Among the modern poets who have sung the beauties of Wyoming from time to time, perhaps none have done it more sweetly than Miss Susan Evelyn Dickinson, of Philadelphia, sister of the celebrated Anna Dickinson, whose lectures have been heard and read in every important city in the Union. Miss Dickinson contributes, from time to time, some excellent poems and articles on leading topics, to the New York *Tribune*, and an occasional sketch to the *Sunday Free Press* of Scranton. She frequently visits the Valley of Wyoming, where she has hosts of friends, and it was while on one of these visits, in the Fall of 1872, that she wrote the beautiful lines, "Wyoming," which we have added.

With the foregoing we have associated a poem by Mr. John Erigena Barrett, a resident of the Valley, and a young man of marked promise in belles-lettres.

Dr. R. Shelton Mackenzie, one of the most critical reviewers of the day, and author of "The Life of Sir Walter Scott," says of Mr. Barrett's poem, entitled "Isabel":—"I have been struck by the grace, beauty, and truth of 'Isabel', the poem whose scene is laid in fair Wyoming. 'Full many a gem of purest ray serene,' has appeared in provincial papers, and this I think is one of them."

THE SUSQUEHANNA.

ON ITS JUNCTION WITH THE LACKAWANNA.

BY MRS. SIGOURNEY.

Rush on glad stream, in thy power and pride
To claim the hand of thy promised bride,
For she hastes from the realms of the darkened mine,
To mingle her murmured vows with thine;
Ye have met, ye have met, and your shores prolong
The liquid tone of your nuptial song.

Methinks ye wed as the white man's son
And the child of the Indian King have done.
I saw the bride as she strove in vain
To cleanse her brow from the carbon stain;
But she brings thee a dowry so rich and true
That thy love must not shrink from the tawny hue.

Her birth was rude in a mountain cell,
And her infant freaks there are none to tell;
Yet the path of her beauty was wild and free,
And in dell and forest she hid from thee;
But the day of her fond caprice is o'er,
And she seeks to part from thy breast no more.

Pass on, in the joy of thy blended tide,
Through the land where the blessed Miquon died.
No red-man's blood with its guilty stain,
Hath cried unto God from that broad domain;
With the seeds of peace they have sown the soil,
Bring a harvest of wealth for their hour of toil.

On, on, through the vale where the brave ones sleep,
Where the waving foliage is rich and deep.
I have stood on the mountain and roamed through the glen,
To the beautiful homes of the Western men;
Yet naught in that region of glory could see
So fair as the vale of Wyoming to me.

WYOMING.

BY SUSIE E. DICKINSON.

Storm has gone by—the trailing clouds that linger
Add glory to the October afternoon,—
Touched by the artist sun with loving finger,—
With gold and rose hues of a dawn of June.

On the far hill-range purple mists are lying,
Struck through with golden light in wavering gleams;
On nearer slopes the autumn woods are dying,
Robed in rich tints that mock the artists' dreams.

The rare day woos us forth to gather treasure
Of unexpressed delight for heart and brain;
Each moment brings us some new sense of pleasure,
Or takes away some touch of former pain.

We trace the mountain road, each turn unfolding
A rarer beauty to the raptured eye;
Each glen, and stream and deep ravine is holding
Its own rich store of autumn's pageantry.

Our hearts spring up—the clear brook by us flowing
Voices our gladness with its silver tone;
We find the keen, clear air, new life bestowing,
More sweet than summer's breath o'er roses blown.

Fain would we linger;—but at last regaining
The open vale, new joy each spirit thrills—
No Alpine roseate glow, the ice-peaks staining,
Outrivals that which crowns these eastern hills.

Above the western slopes the sun, retiring,
Sends ever and anon a surge of gold—
Now rising, now retreating, now expiring;
How should such scenes be fitly sung or told?

Oh fair vale of Wyoming! oh soft splendor
Of hill, and stream, and rare autumnal skies!
One heart will thrill with recollections tender
Of all your beauty, until memory dies!

ISABEL.

A TALE OF WYOMING.

BY JOHN ERIGENA BARRETT.

Where Campbell's Ledge looms bare and high,
Beside the Susquehanna river,
That passes calmly, proudly by,
And stately as the Guadalquiver;
In fair Wyoming's pleasant vale—
That prototype of Paradise,
Where Nature's sweets perfume the gale,
And Love looks forth with laughing eyes.

Within a cottage shaded well,
With clustering vine and clematis,
There dwelt a maid named Isabel,
Whose dream of life was one of bliss.
Her parents guarded well her youth,
And happily they kept that flow'r
Within the peerless path of truth,
So oft assail'd by Satan's power.

And Isabel was beautiful—
The rose beside her cheek was pale—
Loving, belov'd and dutiful,
The happiest child in all the vale;
Filling her parents' hearts with joy—
Thrilling the heart of many a swain;
Killing with glances shy and coy
Their soft advances weak and vain.

Had Endymion seen her there
He ne'er had slept in Latmus deep;
To woo a maid so young and fair,
Ah, who would not forswear all sleep?
Her heart was chaste as Dian's kiss
Upon the snow that flecks the hill,
And void of grief, and full of bliss,
And clear as the crystal mountain rill.

Full many a youth throughout the land
Sighed for a chance his love to tell,
And many a suitor sought her hand,
But sought in vain for Isabel.
Love's roseate morn had not broke
Upon her virgin soul as yet,
The golden Sibyl had not spoke
To her of joys and griefs to get.

Laughing, lovely Isabel!
With heart as free as desert air,
Felt not the pow'r of Cupid's spell—
Felt not the gnawing tooth of care.
She glided through the giddy throng,
Nor heeded all the love-sick swains—
Her maiden heart aglow with song,
Her very voice was music's strains.

Adown the Susquehanna side,
Where weeping willows green and grave
Salute the ever-gliding tide,
And kiss the ocean-seeking wave;
A stripling lived with eye of fire,
And heart that glow'd for Isabel,
But when he met her, his desire
To tell his passion faded, fell.

Of all the others she had met,
Fair Isabel liked him the most
Of all the suitors who had yet
Become her slaves; among the host
Of passionate pilgrims who had knelt
Before her love-inspiring shrine,
She *liked* young Adrian and felt
Before his glance a thrill divine!

At length he told her of his love
Beside the ever-gliding stream,
And called as witness heaven above
That she might trust his boyhood's dream.
She listened, trusted—ah, too well!
For Isabel was fair, and young,
No human tongue or pen can tell
What joy within her soul had sprung.

She hung upon his honey'd speech
As dew-drops hang upon the rose,
Until it sank beyond her reach
Deep in her very soul's repose.
A thousand times farewell to mirth!
No laugh now lights her loving eye,
For love within her soul hath birth,
Her cheeks are flushed, her glances shy.

And at the foot of Campbell's Ledge,
When night hath dropped her curtain down,
Close by the rushing river's edge,
She meets her love outside the town.
His words are sweet, and warm his kiss,
Ah luckless, trusting Isabel,—
The honey'd words, the hours of bliss,
Are the deceitful Sibyl's spell.

One night she went to keep her tryst,
But faithless Adrian was not there;
She listened, sighed, she pray'd, she wish'd,
But sighs and prayers died on the air,
And mingled with the low, soft song
The river sang among the reeds,
She waited wearily and long,
But sighs and prayers no Adrian heeds.

The crescent moon shone fair and bright,
  And softly over Campbell's Ledge,
And by its late and lustrous light
  She pondered o'er the broken pledge,
And murmured thus; "Alas, my soul,
  How tenderly I loved that man,
Loved him beyond my own control,
  Beyond myself, and yet he can
Deceive me thus. *She* loves him too,
  But not so deep nor half so well,
Her passion 's passing, mine *was* true,"
  Aye, truth itself was Isabel.

A month passed by, when cheerily
  The bells rang from the village spire;
The maiden heard them wearily
  At her window, her heart on fire.
She saw a wedding party pass
  And heard their laughter gay and free;
She sigh'd a sorrowful "Alas!
  I pity pretty Molly Lee;

To wed a viper false as he
  Whose perjured vow has broke my heart;
He never can be true, and she
  Will often wish herself apart
From him; for Oh! I know
  Where falsehood lurks like serpents vile,
That love can never, never grow,
  Though honey'd words would fain beguile."

And so it was, a deadly blight
  Came o'er the home where Adrian dwelt;
His day was dark as darkest night,
  He knew no joy, no peace he felt.
And Isabel—just like the rose
  Whose leaves are crushed at dawn of day,
Soon sank into her long repose,
  Too soon her spirit pass'd away.

The view from the highest point of the Ledge is claimed by many to be the finest and most famed of any in the valley of Wyoming. The disputed points as to locality are so well taken, and vary so much at different periods, that a decision which would be conclusive cannot with sincerity be given. It is impossible to find one spot on the mountains of either side of the valley, from which all the charms of scenery as gathered at different heights, can be taken in. It is true, Campbell's Ledge affords the most diversified view, but not the most inspiring; the most sweeping, but less heavenly than the soft perspective which is drunk in from Prospect Rock.

The three rivers which unite at the base of the mountain resemble a triple lightning fork, as seen in grand thunder-storm scenes on canvass.

Away down the Susquehanna the shimmer of its surface is as enchanting as a fairy scene; up the same stream the transfiguration to rocky dells and romantic glades, reminds one of laughing childhood, wild and intoxicating among brooks and rills.

Up the Lackawanna, toward Scranton, the scenery is broken, but enthusiastically invigorating in its charm. As far as the eye can reach, the hillsides and plains are dotted with enterprises that spit their smoke and steam with incessant vigor from dawn to sunset; a view which in itself is intrinsically valuable to a stranger in studying the character of the inhabitants of that region.

At the base of the mountain, covering part of the classic ground made famous by the tory Wintermoots, nestling close to the harsh looking old mountain sentinel, is the thrifty town of Pittston, a most thoroughly genuine coal town, already famous as the spot where occurred the Eagle Shaft disaster, the particulars of which are given in future pages.

Hollister's history locates near the base of Campbell's Ledge the Indian village of *Asseruughney*, which, he adds, "like all their villages, was small, as hunting and fishing were the main sources of supporting the population, naturally averse to labor. This high ledge affording an uninterrupted lookout over the valley below, was used by the Indians not only thus to guard their wigwams, nestled along the river, but to kindle their *beacon-fires* at the evening or midnight hour, as they were wont to be kindled on the Scottish highlands in the days of Wallace and Bruce, to show those who watched the portentous flame the presence of danger, or signal the movements of an enemy.

"While Asseruughney was the Indian name of the town, *Adjonqua* was applied to the lower

portion of the Lackawanna valley. This castle, or encampment, was the upper one of the Delawares in Wyoming. It was a point of importance because of its favorable location for trading purposes. The great war-path from the inland lakes of New York to Wyoming and the South, and the trail down the Lackawanna from the Minisink homes on the Delaware, passed through it. Fur parties and dusky chiefs, with their captives, alike followed the solitude of its passage through these true Indian lands."

Tachneekdorus, a friendly Delaware chief, refers to this locality in an information which he sent to the Governor of Pennsylvania in February, 1756, wherein he stated that *Neshcopeckon*, (now Nescopec,) was deserted, upon a rumor that prevailed among the tribe of a large number of State troops advancing with intent to cut them off, and that they, the Delawares, "fled to *Asserucknoy*, and higher up, having there a big hill on one side and the Susquehanna on the other side of the present town."

The derivation of the name—Campbell's Ledge or Crag Campbell, seems to be a matter of much speculation among the residents of the valley. There is a popular legend which obtains the most current belief, that a man by the name of Campbell was once pursued by the Indians from the region of the upper Susquehanna. He had eluded his pursuers over hill and plain, through ravine and over precipice, and was boldly striking for the beautiful valley which his bewildered brain had so anxiously imagined to be nearer and nearer at every step and bound before the bloodthirsty red men who were gaining upon him. He is represented as an old enemy, and is singled out for special torture, when vengeance and shouts of the war dance would mingle with the smoke of his roasting carcass. He knows his fate if taken, and struggles onward. The happy looking plains are in sight and his exhausting frame gathers fresh courage, but alas! the dreadful chasm between him and safety is that deep abyss, down, down that craggy ledge of rocks where nothing but the tops of the highest trees are seen many hundred feet below. He gazes for an instant to the right, to the left, to see if an opportunity of escape is afforded, but the ever alert forest band has flanked him, until he is irretrievably hemmed in. He turns one look upon his pursuers, and the greed for human blood and savage glutting of revenge drives despair into his soul. He struggles again, but in vain, and with a yell of defiance at the red-skins he leaps over the verge of the hanging rock, and defeats the blood trackers, who answer with dire disappointment.

Of the antecedents of this famed Campbell, no authentic traces can be found, nor is it known to a certainty that such an event ever occurred at the rocky ledge.

Another theory offered is—that the name is derived from Campbell, the British poet, who made the valley famous in his "Gertrude of Wyoming." About 1808 there were a few in the valley who had learned to admire Campbell, and indeed, throughout the entire enlightened world, this celebrated poem made a marked sensation, and it would be but natural that some spot should be made historic in reverence to the illustrious writer, but to this the oldest settlers do not readily concede.

Mrs. Maria Fuller, wife of Mr. Charles Fuller, of Scranton, a lady of clear memory and vigorous perception, states now, in her seventy-fifth year, that she can remember when the mountain was called Campbell's Ledge, and when neither the poet's name or fame had been circulated among the settlers. She was born almost under the frowning hillside, and can recall with precision all the events which carry an impression in the history of the place. Her earliest recollections were those which were gathered from the cabin firesides, and all in favor of the popular tradition.

It has been called in earlier days Dial-Knob, which title it derives from a pleasing remembrance of the rude habits of the pioneers. There were no clocks in the valley, and but few watches, and these owned mostly by men farther down the valley toward Wilkes-Barre. It was observed in course of time that the noonday hour, when the sun shone, was as plainly told on the gray ledge of rocks, as upon the face of an English Bull's-eye time piece. The rocks are as directly north and south as any natural land mark of prominence can be, hence the shadow

east when the rays were thrown from the meridian told the tale in such a prominent and marked way, that the oxen of a hundred farms were loosened from the plough at its appearance, and the entire population summoned their households to the noonday meal by this dial on the knob.

Mr. A. Frothingham, of Scranton, who was paymaster in the employ of the Pennsylvania Coal Company over a quarter of a century ago, with an office at the base of the mountain, calls our attention to the fact that at the very crest of the highest ledge of rock is to be found a clump of red cedars, casting a shade over the precipice, but no where else on the mountain, in the valley, or indeed in this section of the state can the same specimens be seen, a fact which is indeed singular, when considering the many weird legends which are spun around the spot.

The same gentleman narrates as an item of experience, that nearly thirty years ago, while still in the employ of the same Company, a man called at the office, exceedingly anxious to disclose, for a valuable consideration, a secret, well worth knowing, concerning the hoary old sentinel of rocky visage. He was told that the Company was not dealing in secret tales, but in the secret recesses of the earth, and that for coal; but, he insisted upon a price for discovering to the corporation the exact locality where a silver mine of fabulous wealth could be found in the bowels of Crag Campbell. He had been traveling extensively on the plains, and had encountered a tribe that at an earlier period inhabited Wyoming Valley. From these few survivors he had gleaned the history of the nature of the mine, its locality on the mountain, and its positively known extent as appreciated by the Indians. The Pennsylvania Coal Company were averse to finding silver as it would ruin their coal business, so declined to negotiate with the wise individual.

Nevertheless, this fact has a bearing upon the history of the romantic section at the union of the two rivers. It has been handed from father to son for the last century or more, that away in the deep recesses of some mysterious glade or nook is a silver mine of incomputable wealth, that was known and operated by the aborigines.

The legend runs that a farmer, the head of a family of fourteen persons, whose sparsely cultivated acres barely sustained the numerous mouths, was brutally murdered by the savages, only one, a boy, named David, aged fourteen, escaping the tomahawk. The youthful prisoner was carried away by the Indians, and after traveling all night found himself at daybreak upon the summit of a lofty mountain, which was supposed to be Campbell's Ledge, where in the distance he could discern the little village in the Valley of Wyoming.

A temporary halt was here made, and the following mysterious action, as recorded in Hollister's history, took place, which ever since has been the cause of much uneasiness in the brains of wild dreamers and adventure seekers.

"An old Indian chief, to whom all paid reverence, and whose advice controlled every movement, arose, and advancing a few rods, stooped down and removed a large flat stone, exposing to view a spring. The waters of this were conducted away by a subterranean aqueduct, purposely constructed so that when they came to light every appearance would seem to indicate that they had their origin in the very opposite direction to what they did. At the mouth of the spring, a roll of bark, forming a spout, was placed in such a manner as to readily conduct the water from it, and under this a handkerchief —belonging to David's mother but a few hours before—was so held as to receive the stream of water. For some minutes the chief stirred up the spring with so much violence as to render it turbid and sandy. After this was done, everything around the spring was restored to its former appearance by the concealing rock, earth and leaves, so that no one not familiar with the fact, could have suspected a spring in contiguity to the spot.

"The handkerchief was now lifted from the spout, completely covered with fine, yellow particles resembling gold. This was taken by the chief, and placed in a rudely fashioned stone vessel, purposely made to receive the glittering stone treasure.

"The fire being extinguished, and certain in-

cantations necessary to prevent any but the rightful owners to discover the hidden spring, being performed, the Indians left this point guarded by the wild rock, and resumed their trail to the north, guided by the polar star. Of the hopes and heart-aches of young David during the journey, it is not necessary to write.

"After a walk of *six* days, the village of Kingston upon the Hudson was reached, where the substance, which the old chief had been so careful to collect and conceal, was exchanged for such tawdry goods as seemed desirable to the Indians. David was at once ransomed by the whites. In after years he often related the incident to his children—one of whom, in company with other persons, has traversed and dug over a considerable portion of *Bald Mountain* and *Campbell's Ledge* without finding the secret channel."

It is claimed, however, despite the sneers of the incredulous, that many of the older settlers knew of the existence of the mine, having obtained the information by bribery, but unfortunately the knowledge of its whereabouts at the present day is as obscure perhaps as the base of the stone upon which Crag Campbell rests.

The Pennsylvania Archives have upon record a complaint upon the part of the Indians to the Proprietary Government, in 1776, that persons had "dug a trench, 44 feet long and 6 feet deep, from which three boat loads of *silver ore* were taken away." Hollister gives as authority that this mine was situated 12 miles above the Indian village Wywamick, (now Wilkes-Barre) and adds that "the silver ore thus purloined was taken down the Susquehanna River in canoes."

The log-cabin stories which had their origin in adventures on and around this romantic mountain seem to be without number. The forest warrior tales are wild and terrible when occurring in its domain, and the hunter is not a whit behind in the marvelous when scaling peaks and jutting crags along the uneven surface.

The tourist imagines, the muse sings, and the artist delineates, but Crag Campbell seen from the Susquehanna in front of the Wyoming Valley Hotel, at Wilkes-Barre, outrivals all. With Bald Mount in the rear, and the gray rocky face of the Ledge standing against it in defiant relief, the thoughtful student can pass a summer afternoon in pensive reverie and thrilling ecstacies over the grim old picket at the head of the loveliest valley on the continent.

CHAPTER XIII.

PROSPECT ROCK.

Here is the empire of thy perfect bliss.
* * * * *
Here shall no forms abridge, no hours confine
The views, the walks, that boundless joy inspires.
—*Gertrude of Wyoming, Part III.*

* * * * Like a golden toy
Mid Beauty's orbed bosom. Scenes of earth
And Heaven are mixed, as flesh and soul in man.
—*Festus.*

A favorite point of view for those wishing to obtain a prospect which shall take in the whole valley, is upon the mountain range just east of Wilkes-Barre, where is located Prospect Rock. The view from this point comprehends the whole valley from Campbell's Ledge to Nanticoke Dam; and on a clear day, it is said that even Hyde Park, Scranton, is quite distinctly visible. The panorama spread before the eye is magnificent—the valley, with the beautiful Susquehanna, dotted with many a verdant island, winding through it; the pleasant old villages, that lovingly cling to the banks of the river as if the stream which runs through them and links them together were a symbol of the beautiful chain of unity that in the former times bound them together against the common perils of the wilderness; the remembrancer of these perils which one sees in yonder Monument (for it is distinctly visible;) and beyond all these the threefold tier of mountain ridges that rise one above the other along the western sky, one of them near at hand, with its well defined form, while the other two peer from above with their blue tops, as from some other world.

For magnificence of view, and one which will show the entire classic region, sit down upon this huge rock during one hour—that which follows sunset—in which hour of all others the Susquehanna, and the plains on either side, wear their crowning glories. Who can describe what you shall see—who *could* describe in words this meeting together, through their shading reflections, over the edges of this languid and luxurious river, of all things near it and above—this meeting together, as for caresses and last adieus, of woods and clouds and sky, while the river that mirrors all glows with delicate and ever-changing tints, as if it had an impassioned appreciation of the glory with which it is overspread.

The enchantment of the distant perspective, with its soft mellow haze, is as heavenly as the atmosphere which hung over Edgar A. Poe's fairy scene dream. The exquisite loveliness of the scenery in the bosom of the valley, cosily nestled between the hills, is as delicate, in the opinion of famous travelers, as can be found upon the face of the earth; indeed, many of acknowledged authority lend greater force still to this broad assertion.

The view which is herein given of "Twelve Miles of the Wyoming Valley, from Prospect Rock, showing Wilkes-Barre, Kingston, Wyoming, Ashley, and Plymouth," is a remarkably happy one. Mr. Schurch, the photographer, was fortunate in securing such a negative, as but one day in one hundred can be selected for such a scene. In ninety-nine days of a hundred, the distance completely inwraps the view with a mysterious haze through which it is impossible for the camera to penetrate. In this illustration, however, along the horizon a beautiful glimpse is

afforded of the blue heights far beyond The general outline of the view is of striking beauty. The advantage of position on the rock presents to view nearly every part of the valley in detail, and as a whole, and in this illustrated scope it is advantageously given, without rendering it dim by too great distance, nor unpicturesque by being too near.

Directly in the foreground, the dense black coloring of the picture represents the deep declivity of the mountain side which is covered with forest trees. Overreaching this chasm, and contiguous to the slope, is the thrifty village of Ashley, which is marked conspicuously in the view by its uniform groups of white houses.

Farther over the plain, through the centre of the picture, is the beautiful city of Wilkes-Barre, and in a prolongation of the same line of view, although dimly seen, is the pleasant village of Kingston, the seat of the Wyoming Conference Seminary.

To the right is Wyoming, where is located the site of Forty Fort, and the Monument. Down the river to the left of Wilkes-Barre is Plymouth, a coal town of some magnitude and importance.

Prospect Rock is a steep ledge of light conglomerate, formed of strata some half a dozen feet in thickness, and indicates from its present position a mighty convulsion from the kindred formation below whence it was upheaved.

Seen in close proximity it carries a feeling of admiration and awe to the beholder, for while the eye is melted with tenderness at the fascinating charms in front, it is as surely chilled at the face of the rock which thrusts its bold countenance upon your gaze in spite of your poetical reveries.

The poem which we have subjoined, by "Stella of Lackawanna," (Mrs. L. S. Walves), a poetess of merited celebrity, in Northeastern Pennsylvania, whose numbers, more than all the rest, have lent charms to local history,—is a gem indeed, and who that has ever spent an hour on the cold gray rock, does not feel the emotions which prompted these truly beautiful verses?

PROSPECT ROCK.

BY STELLA OF LACKAWANNA.

Oh cold, gray stone, I scarce may tell
In which attire I love thee best,
With ice-pearls clustering on thy brow—
Or roses on thy breast.

I see thee when the woodland nymphs
Pluck fragrant gifts for thy brown palms;
And when the winter's frozen throats
Chorus their boisterous psalms.

And when the autumn—flushed with wine—
Flings wide its gold o'er field and tree,
I watch and wait for one low throb
Of pulsing life in thee.

But no soft creep of early blooms,
Nor loudly voicing tempest shock,
May wake in thee one trembling thrill,
Oh unimpassioned Rock!

Low kneel the blue hills at thy feet,
And the rough arms of cynic trees
Reach up with reverential touch
To clasp thy granite knees.

Lone stoic 'mong the sighing pines,
Hath no coy tenderness upsprung,
When fondling wrens upon thy robes
Their careless nests have hung?

If e'er a blush thy pale cheek tinged,
'Twas when some tenant of the wood
Wove garlands 'mong thy mossy locks,
To coax a softer mood.

And tears—the purest ever gemmed,
When the far orbs of sorrowing heaven
Gaze down through midnight silences—
Have to thy doom been given.

Yet art thou cold as ocean foam;
These winsome wooers have not won;
Go, wildwood elfins, woo instead
The warm eyes of the sun.

* * * * * *

Beneath the hazy autumn skies
I linger near thee yet again,
While mournfully the cricket chirps,
And the sad winds complain.

My heart finds fellowship with thee,
Oh strangely solitary thing;
No hour as that upon thy breast,
So fleet upon the wing.

Yon river seems a silver thread;
Yon meadows wear a deeper green,
When we together, cloud-girt friend,
Look down upon the scene.

And from afar we hear the jar
Of conflicts such as brave men know,
That toil their weary round of years,
Then sleep, at last, so low.

And slender spires point the vexed soul
Still upward, to a fairer sphere,
Where life shall be forever freed
From woes that follow here.

And where the shadows deepest lie—
And patriarch elms their circles fling,
From many a softly-lighted home
We hear the children sing.

And care-worn age looks on and smiles—
And youth is gladdened o'er its hopes;
All this, and more, we watch the while
Across the valley slopes.

* * * * * * *

Upon thy lap, oh forest friend,
I lie and dream a thousand things;
Lean nearer; I would question thee,
While yonder oriole sings.

Say, has ambition clambered here,
To idly prate its mad-born schemes?
Or poet in thy stony ear
Poured his impassioned dreams?

Has sober-eyed Philosophy
In languid mornings here reclined?
Or boyhood tossed its noisy shouts
Upon the answering wind?

And tell me, has no wretched life
To madness stung through many a year,
E'er longed to lay its bondage down
And sleep forever here?

And hath no fluttering bird of hope
Perched here, and trilled its sweet, wild tale,
When crimson flushed the cloudland o'er,
Or sunset left it pale?

Nay; rocky heart, turn not away;
Repeat for me the story old
Those lovers whispered yesterday,
Beneath a sky of gold.

Confess: did'st thou no yearning own
When passion wove so sweet a spell,
Filling the rosy air with sighs?
Thou bear'st love's witchery well.

An exile thou, oh mountain-born;—
A matchless and unwedded thing;
And no proud race of granite mould
From thy cold loins shall spring.

And hope, and love, and grief, may cease
Their honied words, or tender speech;
Nor smile, nor sigh, nor pleading prayer,
Thy stony heart may reach.

It is eminently fitting, before dismissing the thoughts engendered by a survey from Prospect Rock, to give space to another poem, which lends grace and charm to the fame of the valley wherever the English language is read.

WYOMING.

BY FITZ-GREENE HALLECK.

Thou com'st in beauty on my gaze at last,
'On Susquehanna's side, fair Wyoming!'
Image of many a dream in hours long past,
When life was in its bud and blossoming,
And waters, gushing from the fountain spring
Of pure enthusiast thought, dimmed my young eyes,
As by the poet borne on unseen wing,
I breathed, in fancy, 'neath thy cloudless skies,
The summer's air, and heard her echoed harmonies.

I then but dreamed: thou art before me now,
In life, a vision of the brain no more.
I've stood upon the wooded mountain's brow,

That beetles high thy lovely valley o'er;
And now, where winds thy river's greenest shore,
Within a bower of sycamores am laid;
And winds, as soft and sweet as ever bore
The fragrance of wild flowers through sun and shade,
Are singing in the tree, whose low boughs press my head.

Nature hath made thee lovelier than the power
Even of Campbell's pen hath pictured: he
Had woven, had he gazed one sunny hour
Upon thy smiling vale, its scenery
With more of truth, and made each rock and tree
Known like old friends, and greeted from afar:
And there are tales of sad reality,
In the dark legends of thy border war,
With woes of deeper tint than his own Gertrude's are.

But where are they, the beings of the mind,
The bard's creations, moulded not of clay,
Hearts to strange bliss and suffering assigned—
Young Gertrude, Albert, Waldegrave—where are they?
We need not ask. The people of to-day
Appear good, honest, quiet men enough,
And hospitable too—for ready pay;
With manners like their roads, a little rough,
And hands whose grasp is warm and welcoming, though tough.

Judge * * *, who keeps the toll-bridge gate,
And the town records, is the Albert now
Of Wyoming: like him, in church and state,
Her Doric column; and upon his brow
The thin hairs, white with seventy winters' snow,
Look patriarchal. Waldegrave 'twere in vain
To point out here, unless in yon scare-crow,
That stands full-uniformed upon the plain,
To frighten flocks of crows and blackbirds from the grain.

For he would look particularly droll
In his "Iberian boot" and "Spanish plume,"
And be the wonder of each Christian soul,
As of the birds that scare-crow and his broom.
But Gertrude, in her loveliness and bloom,
Hath many a model here; for woman's eye,
In court or cottage, wheresoe'er her home,
Hath a heart-spell too holy and too high
To be o'erpraised even by her worshipper, Poesy.

There's one in the next field—of sweet sixteen—
Singing and summoning thoughts of beauty born
In heaven—with her jacket of light green,
"Love-darting eyes, and tresses like the morn,"
Without a shoe or stocking—hoeing corn.
Whether, like Gertrude, she oft wanders there,
With Shakspeare's volume in her bosom borne,
I think is doubtful. Of the poet-player
The maiden knows no more than Cobbett or Voltaire.

There is a woman, widowed, gray, and old,
Who tells you where the foot of battle stepped
Upon their day of massacre. She told
Its tale, and pointed to the spot, and wept,
Whereon her father and five brothers slept
Shroudless, the bright-dreamed slumbers of the brave,
When all the land a funeral mourning kept.
And there, wild laurels planted on the grave
By Nature's hand, in air their pale red blossoms wave.

And on the margin of yon orchard hill
Are marks where time-worn battlements have been,
And in the tall grass traces linger still
Of "arrowy frieze and wedged ravelin."
Five hundred of her brave that valley green
Trod on the morn in soldier-spirit gay;
But twenty lived to tell the noonday scene—
And where are now the twenty? Passed away.
Has Death no triumph-hours, save on the battle-day?

CHAPTER XIV.

PIONEER ENTERPRISE—HISTORICAL INCIDENTS—THE SHIP-BUILDING ERA.

Great lords, wise men ne'er sit and wail their loss,
But cheerly seek how to redress their harms.
What though the mast be now thrown overboard,
The cable broke, the holding anchor lost,
And half our sailors swallow'd in the flood;
Yet lives our pilot still.
—*Henry VI.—Act V. Sec. 5.*

The tide of emigration down the Susquehanna was remarkably slow during the first few years succeeding the reign of peace. Up to the year 1800, there had been no perceptible change in the condition of the country, or the character of its population. Indeed, the melancholy stories which were woven together in its history, had hung over the country like a magic pall, and the effect was anything but inviting to the spirit of emigration farther east.

The old settlers, however, were pushing onward with their characteristic determination. The rude manners of early forest life soon began to give way to a more refined method of conducting social affairs.

Perhaps it may add to the already arristocratic air which pervades the atmosphere of part of the Wyoming Valley, to note here, that in 1790, eleven slaves were owned by the more wealthy and in 1800 the number had increased to eighteen. In the records of Luzerne county may be found the following:

"To Lord Butler, Clerk of the Peace, &c.

"June 19th, 1796, I, John Hollenback, of the township of Wilkes-Barre, county of Luzerne (Miller), do certify that I have a negro female child, by the name of Maria, born of a negro woman, which is my property. The child was born the 19th day of February last, and is four months old to-day. This negro child I desire you to record, agreeably to a law of the state, passed March 29th, 1788."

A statute which had gone into effect, having for its ultimate result the abolition of slavery, required the recording of this notice.

In the earlier town meetings in Wyoming Valley, proceedings were had which make up some interesting history for the enlightened reader of to-day.

Hon. H. B. Wright, author of "Historical Sketches of Plymouth," gives the following:

"But there was one thing always done at these annual meetings which did not very much redound to the credit or humanity of our early settlers; that was the selling of the town poor to the lowest bidder, to be boarded for the year. Along from 1812 to 1820, Jerre Allen, a deranged man, would be brought to the place of holding the town meeting, in chains, and thus put up for sale. Speedy Nash, a poor, simple, foolish creature, also. The bidding on the paupers, for the year's keep, would generally begin at a hundred dollars, and go down to fifty or forty-five, and would be generally struck off to some mountaineer, living in a log hut, and the town contribution would sustain pauper and purchaser."

Agriculture pure and primitive, was the occupation of the pioneers of the northeastern section of the commonwealth. The principle crop was wheat, and this product was the representation of individual and collective wealth. Corn, tobacco, and other articles were raised, and used for barter and exchange, but wheat was the

standard by which everything was secured to meet human wants.

The nearest bank was that of Easton, and at this point the traffic in large quantities was usual-conducted during the months of sledding when the yield could more easily be conveyed sixty miles, which was the distance by the Wilkes-Barre and Easton turnpike.

Hon. H. B. Wright, the historian of Plymouth, before referred to, and who nominated James K. Polk, in convention, for the Presidency, in writing of these trips which usually took three days, adds :—"It was an exciting and pleasant excursion in early days, this Easton journey. I have hauled many a load, and I have counted on Pocono a hundred sleds in line. The jingling of bells, the mirth and laughter, and sometimes the sound of music, gave it a charm that made it very agreeable. Besides this, every tavern upon the roadside had its fiddler, and we generally had a dance for half the night, and then off in the morning, our horses steaming in the snow flakes, and the merry songs and shouts made the summits of Pocono and the Blue Mountain ring with their echoes."

The same writer refers to one of these trips as the occasion when he put his first segar in his mouth, being eighteen years old, and adds with much honesty, "I am told that young gentlemen commence smoking now, at eight or ten years of age."

Banishment or whipping were the two penalties for crimes in those days, and the exact locality of an ancient whipping post is pointed out to the traveler as one of the remarkable landmarks of earlier times.

Shad was plenty in the Susquehanna before the construction of canals, and constituted one of the staple products of the region. Up to 1825, the period when shad fishery ceased, the crop was relied upon as one of the utmost importance. The highest price did not reach over eight or ten cents apiece, while the more usual rate was but two cents. Bass was common in the rivers, and game along the shores was bountifully abundant

The country merchant was driving a heavy business when his books could show a trade amounting to two thousand a year. But little currency was needed, and this came entirely from the bank at Easton as business was conducted by barter sale and exchange. So little was paper money understood that each note was registered, giving the name of the bank issuing it, from whom received, and its date and number.

The lines of transportation were by "Durham boats" on the river, and Conestoga wagons on the turnpike. The latter drawn by four horses, is described as follows by a writer who can recall in his own day the scene :—"A wagon would carry three, four, and sometimes five tons. The bodies were long, projecting over front and rear, ribbed with oak, covered with canvass, and generally painted blue. There were several persons, residents of the valley, who made it their only occupation to carry goods for the early merchants."

The early school advantages were indeed not flattering. Pennsylvania as a state, was far behind many of the sister governments in the educational movement, and Northern Pennsylvania was but in unison with the grand march. The first steps toward a thorough system of education were put into operation in 1809, and improved in 1824.

In the year 1812, the first real artistically built church of northern Pennsylvania was erected in Wilkes-Barre, which was known in recent years as the "Old Church."

The bell was manufactured in Philadelphia August 6, 1811, and inscribed on it, as was the fashion of primitive day, were the Latin words "*Gloria in Excelsis Deo Fili Dei Miserere*," and the English sentence, "*I will sound and resound unto thy people, O Lord, to call them to thy word.*" The old bell tolled the knell of parting day up to 1845, following the custom established by William the Conqueror, who required the town bell to answer the purpose of *taps* or *tatoo* to the inhabitants, which compelled them to cover their fires, hence the meaning of *curfew*. The borough of Wilkes-Barre was incorporated in 1806, and this custom was established in 1812.

The edifice, which was constructed by funds contributed by many, had an experience not al-

together in keeping with the divine injunction, "Love thy neighbor as thyself." A dispute arose between the Presbyterians and the Methodist Episcopalians, as to the right of occupancy, and as the former had possession of the keys they effectually closed the entrance against the latter.

Mr. Stewart Pearce, author of the "Annals of Luzerne," describes what ensued in this wise:—"At length the followers of Wesley assembled in the court-house, and resolved to enter the church at all hazards. They accordingly, with the approval of their pastor, the Rev. Morgan Sherman, appointed Joseph Slocum, Abraham Thomas, Daniel Collings, and others, a committee to storm the Lord's house. Mr. Slocum forced the windows with a crowbar, and Mr. Thomas, like Sampson at Gaza, lifted the door from its hinges. The people entered the building, and, by direction of James McClintock, esq., attorney for the Methodists, broke the locks from the pulpit and pew doors, Mr. Slocum then approached the sacred desk and recommenced religious worship by giving out the hymn commencing:

"Equip me for the war,
And teach my hands to fight,"

In 1857 the old structure was taken down and removed.

The first church built in the Lackawanna region was erected at Carbondale, and the second at the point now known as Hyde Park, but of these and many others that may be ranked among the old church curiosities we shall speak hereafter in the chapter pertaining to the subject of churches in general.

Hollister, in commenting upon the habits of the early inhabitants, says:—"'Bundling,' that easy but wicked habit of our grandfathers, appears to have been wonderfully prevalent at an early period along the valley, as well as in many other portions of the country, and was not unfrequently attended with consequences that might naturally have been looked for. Besides this, there is every reason to believe that the current morals of the day had the greatest liberty of standard, and that one prominent and almost universal characteristic of the people was, the real love of *whiskey*."

Maple sugar formed a valuable product of the country, and at five cents a pound was considered profitable. In this branch of industry all the adult members of families were annually engaged. The females were not at all reluctant to join in the "bush," and "sugaring off" with its many attendant episodes marked an era of history which the present generation can but feebly appreciate.

Flax and wool, from which "home made" clothing was manufactured, gave to the blooming young women of the settlement an opportunity to display their ambition, which compares strangely with the taste of the present generation.

It was the boast of many a family, that a daughter had a record for so much a day at the spinning-wheel. The house which did not contain a loom, a spinning-wheel and a dye pot, was an exception.

Pearce's Annals of Luzerne give instances of the ability of a few of the noble minded women, who manufactured while the men tilled the ground.

"Miss Mary Smith of Pittston frequently spun 120 knots in a day. In 1828, Miss Rachel Jenkins spun and reeled 135 knots in twelve hours, and Miss Selinda Jenkins spun 136 knots of filling in the same time."

It may appear strange to this generation and age to mention such a matter as navigating the Susquehanna, but among the pioneer enterprises of the Upper Waters of the Susquehanna, this branch of industry received some attention. The river was declared by the Provincial Assembly of Pennsylvania, in 1771, to be a public highway, and a certain appropriation was made to render the channel navigable. The gravel bars were cleared away, and the necessary work speedily accomplished.

The first boat ever used upon the river for transportation, was in 1750 at a town called Durham, a few miles below Easton, whence the name, "Durham Boat" before alluded to. These boats are described as "sixty feet in length, eight feet in width, and two feet in depth, and when laden with fifteen tons' weight drew twenty inches of water. The stern and bow were sharp, on which were erected small decks, while a run-

ning board extended the whole length of the boat on each side. They carried a mast with two sails, and were manned by a crew of five men, one at the stern with a long oar for steering, and two on each side with setting-poles for pushing them forward.

The Susquehanna boats were of similar construction, but larger, and manned by a more numerous crew. With one end of their long poles set in the water, and the other against their muscular shoulders, these hardy boatmen toiled the livelong day, forcing their way against a rapid current, at the rate of from one to two miles an hour."—*Stewart Pearce's Annals of Luzerne.*

A boat of curious construction was built by Isaac A. Chapman, esq., at Nescopeck, named the "Experiment," which sailed on July 4th 1824, from the former place to Wilkes-Barre, where a multitude of citizens including a militia force, on the banks hailed its appearance with cheers. It was what is known as a "team power" boat, *i. e.* the boat was propelled by poles, which were set in motion by horse power.

The following year, three steamboats were built for the purpose of transportation on the Susquehanna. One of them, the "Codorous," with a ten-horse power engine, managed to move up the current, from York Haven where it was built, at the rate of four miles an hour, until it reached Wilkes-Barre on the 12th day of July, 1826. It continued its trip to Binghamton, and returned, reaching its native docks in safety; but the test had proven to the satisfaction of the captain that steam navigation would prove impracticable, and he so reported it to the company which constructed the boat.

The next boat, the "Susquehanna," was built at Baltimore by a company of gentlemen who desired to control the trade of the Susquehanna river. She had an engine of thirty-horse power, and was too heavily built for the shallow current. However, the boat reached Nescopeck Falls, May 3d, 1826. The termination of her career here is best described by Pearce:—"The ascent of these rapids was looked upon as the most difficult part of the undertaking. The three commissioners and all the passengers, except about twenty, left the boat, and walked along the shore. A quantity of rich pine wood had been procured for the occasion, and with a full head of steam, the dangerous passage was commenced. The banks of the river were crowded with spectators from the villages of Berwick, Nescopeck, and from the surrounding country. The angry waters seemed to dash with redoubled fury against the rocks and against the devoted boat, as if aware of the strife. Trembling from stem to stern, the noble craft slowly advanced, cheered by a thousand voices, until she reached the middle and most difficult point of ascent. Here her headway ceased. The multitude stood silent on the shores, watching with intense anxiety the boat and her passengers. In a few moments she turned slightly towards the shore, and struck a rock. Her boiler immediately burst with an explosion, that sent the dreadful intelligence of her fate many miles throughout the surrounding country. Shattered, broken, and on fire, all that remained of the "Susquehanna" was carried down the conquering tide. The mangled bodies of her passengers and crew, dead and dying, lay upon decks or had been blown into the river."

A third test was made on the West Branch of the Susquehanna which failed, and all attempts were for a time abandoned.

The spirit of enterprise in the pioneers was not yet quenched, and the consideration of navigation took another turn—that of canal construction..

It was the all absorbing topic of the day,—"How shall the accumulated products of the country reach the seaboard?" The General Assembly of Pennsylvania, in February 1826, appropriated for this purpose a considerable amount of money, and work was commenced forthwith. The North Branch Canal was commenced in 1828, and in 1834 was completed to the Lackawanna.

The shipping of coal aroused the thinking men of the day, and another attempt at steamboat navigation resulted in the building of the "Susquehanna," at Owego, at a cost of $13,000. She made her first trip to Wilkes-Barre, August 7th 1835, in eight hours, completing a distance of

one hundred miles. She returned laden with coal, and upon her second trip for another load was disabled at Nanticoke Dam, whither she had steamed for an excursion, and where she finally sunk.

The "Wyoming," another steamer, was put afloat in 1849, and during the years 1849, 1850, and 1851, she was employed in carrying coal from Wilkes-Barre to Athens and other places, but she too was finally abandoned, the enterprise proving unprofitable.

The last trial of the question belonged to the citizens of Bainbridge, N. Y., where the "Enterprise" was built with a stern-wheel of 14 feet, put in motion by a powerful engine. The first trip was made in 1851, and in three months time is said to have earned three thousand dollars, but when the rains had ceased, and the river had fallen, the "Enterprise" "lay high and dry." The sun opened her seams, and her machinery through rust became worthless. Thus ended the steamboat navigation era.

Ship-building next engaged the attention of the more venturesome speculators, and the subject received much consideration at an early day.

Messrs. J. P. Arndt & Phillip established a ship-yard in Wilkes-Barre in 1823, and launched a sloop of 12 tons burden, named "John Franklin." It reached the sea safely, the tidings of which occasioned the formation of a stock company at Wilkes-Barre, in 1811, when ship-building really commenced in earnest by placing the first vessel on the stocks. Wilkes-Barre was henceforth to become a wonderful town, and town lots in consequence took a magnificent leap in price. The ship was completed in April, 1812, and the "*Gleaner*," a newspaper of the place, gives the following description of its launch :—"Last Friday was the day on which the launch of the vessel on the stocks in this port was announced. A scene so extraordinary, 200 miles from the tide-waters of the river, raised the curiosity of every one. The old sailor, and the inhabitants of the sea-board, whom the vicissitudes of fortune had settled in this sylvan retreat, and to whom such scenes had once been familiar, felt all the interest so naturally excited by events that called up early and interesting recollections. The novelty to those who had never witnessed such a view, excited curiosity to the highest degree. The importance of the experiment too did not fail to augment the general solicitude, for on its success depended the important consideration whether the timber of our mountains could be profitably employed in ship-building, and our country be beautified by the increase of business which such a pursuit would naturally produce.

"On the Sunday preceding the interesting day a beautiful new pair of colors was displayed from the stern, according to universal usage, as a token that in the course of the week she would be launched. From Monday till Friday all was bustle and activity. Early on Friday people began to gather from all parts of the country. The cannon on the bank at noon gave notice that everything was in preparation. A little after two, repeated discharges announced that all was ready. The bank of the river, far above and far below the vessel, was lined with persons of both sexes, and it was not among the least gratifications of the day to observe the smile of pleasure mingled with anxiety for the success of the launch, which was evident in every countenance. A little after three the increased bustle and noise around the vessel, and the sound of sledges and axes, gave the interesting notice that they were knocking away the block. The vessel was built on the bank of the river 100 feet from the water, and 15 feet perpendicular height above it, so that she had a considerable distance to move. She measures between 50 and 60 tons. Her colors were flying from the stern, and nearly thirty persons were on board. The after block was knocked away—all was anxiety—but she did not move.

"The news of the embargo had just come to town, and she seemed aware that there was no business for her on the ocean, and she might as well lie on dry dock. The men on board all gathered near her bow, and then ran in a body to her stern. She started, moving for half a moment slowly. The velocity increased, and she slid most gracefully into her destined element, amid the shouts of thousands. As she met the

water, Captain Chapman christened her, in the usual style, 'The Luzerne of Wilkes-Barre.' Nothing could be more beautiful, and every spectator was amply gratified.

* * * * * * *

"We hope her voyage down the crooked and rocky Susquehanna may be safe, though our hopes are not without some fears for her safety, as she draws, without ballast, four feet of water."

This hopeful ship was dashed to pieces on the rocks at Conawago Falls, near Middletown. Wilkes-Barre had invested heavily in her, and all was lost, including the decline in town lots and values in timber lands.

CHAPTER XV.

THE LUMBER TRADE ARKS—RAFTS—SUSQUEHANNA RIVER COMMERCE.

And so by many winding nooks he strays,
With willing sport, to the wild ocean.
—*Two Gentlemen of Verona. Act II. Se.* 10.
And all the way their merry pipes they sound,
That all the woods and doubled echoes ring.
—*Spenser's Faery Queen.*

The ship building era with its many failures and lessons of merit, was succeeded by the more primitive art of descending the stream on rafts and arks. The lumber trade was about awakening an interest in the commercial world, and aside from this, much timber had been floated to Baltimore and other seaports, where it had been converted into masts and spars of ships.

The first ark that ever sailed down the Susquehanna was in 1800, although prior to that the more rude rafts had become quite a common affair. In 1796 thirty of the latter passed down the river past Wilkes-Barre.

Sawed lumber did not come into demand until an interchange of commercial relations by means of these rude pioneer vessels had brought the matter to notice. Thus the building of saw-mills followed the market opened by rafts. In 1804 22,000,000 feet of lumber were floated down the river.

Stewart Pearce, in mentioning this era, thus graphically runs up an exhibit of the water commerce:—"In the same year, 84 arks and 19 Durham boats laden with wheat, furs, and fat cattle destined for Baltimore, and valued at $190,400, passed down the river. In speaking of this fleet of arks and boats, with their valuable cargoes, the editor of the Federalist, published in Wilkes-Barre at that time, expressed regret that the Easton and Wilkes-Barre Turnpike was not completed, so as to induce a transhipment of the produce at Wilkes-Barre, and secure its transportation over the road to Philadelphia. In 1827, during a single freshet, from March 1st to April 5th, 1830 rafts and arks, many of them laden with agricultural productions, passed Wilkes-Barre on their way to tide-water, and to Baltimore.

Baltimore was long the natural, and only market for the Upper Susquehanna trade. But after the construction of the Columbia and Philadelphia Railroad, and the state Canals, the trade became divided between Baltimore, Philadelphia, and other populous places. The demand increased from year to year, and lumbering became an established business. With many it became the primary, while agriculture was a secondary pursuit. From 1827 to 1849, the increase of the lumber trade was rapid and enormous. From March 22d to April 17th, in the last-named year, 2243 rafts and 268 arks passed Wilkes-Barre, on the swollen waters of the river. They contained about 100,000,000 of feet, and were valued at $600,000. Since 1849 the number of rafts and arks has gradually diminished, owing to the scarcity of timber, and to the diversion of trade by the construction of the New York and Erie, and of other railroads, in Northern Pennsylvania and Southern New York."

It may prove interesting to the residents who may recall the earlier faces of Northeastern Pennsylvania, to examine the following list of the first saw mills of Luzerne county:

1774. A saw and grist mill were built at pub-

lic expense, at the Falls on the Lackawanna river, in the present boundaries of Lackawanna township, then Pittston. The saw mill passed into the possession of Solomon Strong the year following, and was destroyed by a flood.

1776. Upon a small stream four miles above the Wyoming battle ground, in the township of Exeter, James Sutton put up a saw and grist mill. They were destroyed by the invasion at the time of the battle of 1778. The mill-irons were carried away excepting the cramp, which is now in the collection of the Wyoming Historical Society.

1778. In Kingston township, on Toby's creek, James Sutton erected a saw-mill in the spring of the year.

1779. Mr. Keys put up a saw-mill on Keiser's creek, Lackawanna township. It was at this mill that the lumber was manufactured for Lord Butler's house, in the village of Wilkes-Barre.

1780. Solomon Finn and E. L. Stevens built the first saw-mill in the township of Pittston, on the Lackawanna.

1782. The first saw-mill on Mill creek, near the present site of Wilkes-Barre, was by Samuel Miller.

1788. The first mills in Sugarloaf Valley, Butler township, were erected by Samuel Woodring on the Nescopeck creek.

1788. In Huntington township a Mr. Hopkins built a saw-mill, in addition to a grist-mill, on the Huntington creek.

1789. On Black creek, in Black Creek township, William Idenes built a saw-mill, and was among the first to build log cabins in that section.

1795. Samuel Marvin built a saw-mill on Whitsley's creek, in Plymouth township.

1797. Harvey D. Walker built a grist and saw mill about one mile from Nescopeck village.

1799. The Messrs. Slocum built a saw mill in Slocum Hollow, or Capouse, now Scranton, on Roaring Brook.

1800. On Bear Creek, in Bear Creek township, the first saw mill was built. In 1807 it was owned by Oliver Helme.

1802. Isaac Benscotter erected the first saw mill on the Shickshiny Creek, in Union township.

1804. James Brown erected a saw mill on the outlet of Chapman's Lake, in Scott township.

1806. James Dean and William Clark erected the first saw mills on the Tunkhannock Creek, in Abington township.

In Buck township, Hugh Connor, in 1806, built a saw mill on the site of Stoddartsville.

1810. The first saw mill in Hazle was erected on Hazle Creek, and stood where the borough of Hazleton now stands.

In the same year John Cawley built a saw mill on the Nescopeck Creek, in Sugar Loaf township.

1813. Dallas township had its first saw mill built by Jude Baldwin on a branch of Toby's Creek.

1820. James Wright, one of the first settlers, built the first saw mill in Wright township, on the Wapwallopen Creek.

1836. Spring Brook township was the last of the list to erect a saw mill. Henry Yeager built one on Rattlesnake Creek in the above year.

As early as 1810 the settlers had become amazingly modernized. The "City of Rome" scheme was an example of the tendency of the growing settlements, which was carried out in somewhat this wise:

Buck township and those adjoining are covered with the Great Swamp, famous in the earlier history of the settlements as the "Shades of Death," through which the fugitives from the defeat at Wyoming were compelled to wend their flight. A number of Philadelphia speculators, who acted in conjunction with a few near the locality, laid out on paper a prospective city with the above classic title. A president and eighteen councilmen were chosen, and extensive regulations were printed which should govern the future emporium. Several were induced to purchase lots, and not until the "*Gleaner*," a paper of Wilkes-Barre, had exposed the fraud, did the scheme fall through.

But few of the genuine old stock remain in the different townships, and the number is lamentably decreasing. The stock, wherever it is seen, convinces the student of human nature that sterling worth and model integrity were marked characteristics in the general "make-up," and wofully in contrast with too many of their direct descendants.

CHAPTER XVI.

NAY AUG FALLS.

"Laugh of the mountain !—lyre of bird and tree!
Pomp of the meadow! mirror of the morn!
The soul of April, unto whom are born
The rose and jessamine, leaps wild in thee!
Although, where'er thy devious current strays,
The lap of earth with gold and silver teems,
To me thy clear proceeding brighter seems
Than golden sands, that charm each shepherd's gaze.
How without guile thy bosom all transparent
As the pure crystal, lets the curious eye
Thy secrets scan, thy smooth, round pebbles count!
How, without malice murmuring, glides thy current!
O sweet simplicity of days gone by!
Thou shun'st the haunts of man, to dwell in limpid fount!

—*The Brook, from the Spanish. Longfellow.*

The city of Scranton, being thoroughly business like in its character, cannot boast of time-honored resorts or magnificent parks, but outside of the corporation limits, may be seen the original stamp of nature in the forest, along the brooks and rills, and of these, within a pleasant evening's walk may be found Nay-Aug Falls.

This pleasant retreat in the "forest primeval" received its name from Dr. Hollister, the historian of the Lackawanna Valley, who has kindly furnished this work the following sketch :

No minor stream in the Lackawanna Valley excites more interest or enjoys a wider reputation than does Nay-Aug or Roaring Brook. Emerging from the spongy summit of the Moosic twenty miles away from the Delaware, and leading a jolly life under the shadows of the beech and maple for as many more, it turns its slackened waters into the bosom of the Lackawanna at Scranton. From its source through all its windings to its mouth, this stream is rapid and forever dinning the woods with the sound of its water falls. To this fact may be attributed its Indian name *Nay-Aug*, or *Nau-Yaug*, signifying in the vernacular of the wild man, a noisy or *roaring* brook.

When the hills of Drinker's Beach were sleeping in a forest set off admirably with foliage and shade, Roaring Brook, carrying its swift current along rugged yet fertile acres, greeted the earliest settlers with the favorable features of its water privileges.

Half a mile south east of Scranton beyond view and yet within its limits, lies Nay-Aug falls. Centuries ago when the volume of Roaring Brook was evidently much greater than it is now, and the rocks had not been washed away leaving a deep watery chasm two hundred feet in length, the Falls were really grand. Now they are simply beautiful and picturesque. The fern covered precipice seen to the right, over which the current found its way centuries ago, rises up a hundred feet from the basin, slanting off at its water base and approximating the opposite ledge to such an extent that daring jumpers have crossed it with a single leap. The unbroken falls are twenty feet in height, and yet as the visitor stands on the damp rocks watching the foamy current pouring itself into the abyss with one white sheet, then taking a tranquil place in the long dark basin at the foot of the falls where sunbeams never enter, he witnesses a scene irresistibly charming. The intrusion of the D. L. & W. Railroad upon one side and the encroachment of the Gas and Water Company up-

on the other, detract very sensibly from the natural attractiveness of the falls.

The sad and melancholy fate of Miss Marietta Brandow, of Conesville, Schoharie Co., N. Y., at Nay-Aug Falls, July 7th 1869, will long be associated with them. "A party of a dozen young ladies" says H. W. Chase then the polished and popular local of the Scranton *Republican*, "went down on a pic-nic excursion. When near the falls, on the east side of the brook, a man scared the girls by making (as one of them said) ungentlemanly motions to them. Upon this they ran along the bank, some of them saying "don't go that way, if he follows us we can't get away." But it seems they went on and quite close to the brink of the bank, which was very steep and high. One of the girls, Emma Young, went so near that she slipped down close to the water. Several ran to help, and among them was Miss Brandow. When close to the edge, she slipped down feet first into the madly rushing brook, which was there swift, narrow and deep. In an instant she was swept down the current and over the falls, a descent of some thirty or forty feet. As she went down, face upwards, she threw up her hands, called for help in the most agonizing manner, and went over, with a pleading expression of face which will never be forgotten by those who saw it. The feelings of those who saw the accident can be imagined but not described. Utterly powerless to aid on account of the precipitous character of the banks they could only look on and witness Marietta's struggles in the whirlpool below. She is said to have struggled nobly against her fate, and to have attempted swimming to keep herself above the foaming, seething water. She was whirled around in the eddy, crying for help as long as she had voice, but in a short time she was beyond relief."

CHAPTER XVII.

THE "STOURBRIDGE LION"—THE FIRST LOCOMOTIVE EVER PLACED UNON A RAILROAD TRACK ON THE AMERICAN CONTINENT.

"Stern tide of human Time! through what mysterious change
Of hope and fear have our frail barks been driven!
For ne'er, before, vicissitude so strange
Was to one race of Adam's offspring given."

To Northeastern Pennsylvania is due the credit of introducing upon the American continent the first Locomotive ever placed upon a track, and the Delaware and Hudson Canal Company is entitled to all the honor which attaches thereto.

The pertinacity with which different parts of the country clamour for this distinction is remarkably ludicrous, and the many variegated pen pictures of the first locomotive engine are astoundingly presumptuous, yet well calculated to lead the reader astray.

It is proposed herein, to give the facts in such a form as will render the discernment an easy effort, still it will be attempted to make the search as thorough as space will allow.

Much confusion arises from the admission that railroads were built in other sections than in Northern Pennsylvania somewhat earlier, but the reader will please observe that railroads are by no means modern institutions; it is the steam motive power which is here claimed as applied to railroads which marks this section of country first in the order of events. The idea of moving heavy substances on tracks laid down was known and practiced, according to Diodorus Siculus, by the Egyptians at the building of the Pyramids. The railway proper, however, doubtless originated in the coal districts of the North of England and of Wales, where it was found useful in facilitating the transport of coals from the pits to the shipping places.

Next carts were used, and tramways of flagstone were laid, along which they were easily hauled. Then pieces of planking were laid parallel upon wooden sleepers, or imbedded in the ordinary track. In 1676 this practice of laying wooden rails had been extensively adopted. They were formed with a rounded upper surface, like a projecting moulding, and the wagon wheels being "made of cast iron, and hollowed in the manner of a metal pulley," readily fitted the rounded surface of the rails. These rude wooden tracks were the germ of the modern railroad. Soon thin plates of iron came to be nailed upon the upper surface of the rails, to protect the part most exposed to friction. From this arrangement the transition was natural to the system of cast iron rails, which were first laid in 1738, at Whitehaven, England, the power used being the horse, while the first successful engine built by the Stephensons did not appear until 1825.

Steam had been used prior upon the water, and was in use at this time upon the steamers plying upon the river Tyne.

Richard Trevethick's high pressure engine, if it may be termed a success, appeared February 21st, 1804, on the Merthyr tramway in Cornwall, Wales, but with this as with the many attempts of the Stephensons, the world was without a locomotive engine of endorsed availability until the prize of £500 offered by the Directors of the Liverpool and Manchester Railway, was carried off in triumph at the trial on the 6th of

October, 1829, by Stephenson's "Rocket."

The news of this triumph was received over the civilized world with joy, and nowhere with greater enthusiasm than in America, where were in construction two coal roads and two important railroads.

Quincy, Massachusetts, built the first railroad in the United States. It was three miles in length and extended from the granite-quarry of the place to the Neponset River. It was commenced in 1827, the rails being five feet apart, of pine, a foot deep, covered with an oak plate, and these were overlaid with flat bars of iron. The whole was built with granite sleepers, seven and a half feet long, laid eight feet apart.

The second railroad was built in the spring of 1827, extending from the coal mines in Mauch Chunk, to the Lehigh River, a distance of nine miles. The cars descended by gravity and were hauled up again by mules.

In the year following, 1828, the Delaware and Hudson Canal Company sought to connect their coal mines west and south of Honesdale with the canal, at the latter place, and during the year the road was completed.

On July 4th of the same year the first sod was broken for the Baltimore and Ohio Railroad, and before the same year closed the South Carolina Railroad was in process of construction.

Among the few enterprising men who repaired to Europe to witness the experiment of the different locomotives for the prize, were Mr. E. L. Miller, of Charleston, South Carolina, who was interested in railroad matters in his own quarter, and Horatio Allen, esq., late assistant engineer upon the Delaware and Hudson Canal and Railroad, who was also on a mission of interest for this part of the state. While in Europe, Mr. Allen received instructions from John B. Jervis, esq., the chief engineer of the Delaware and Hudson Canal and Railroad Company to contract for the iron for the road which had just been graded, and also for three locomotives.

The instructions were carried out by Mr. Allen while in England, and after purchasing the first of the three engines, which was the "Stourbridge Lion," he ordered it shipped to New York, where it landed from the ship John Jay, at the wharf of the West Point Foundery Works, foot of Beach street, about the middle of May, 1829.

Here it was set up in the yard, and steam put to it from the works, where it was visited by thousands who flocked to see the wonder go through its motions.

The *Morning Courier* and *New York Enquirer*, of June 12th, 1829, contains the following notice:

"*Locomotive-Engines.*—We yesterday attended the first exhibition of a locomotive-engine, called 'The Lion,' imported by the Delaware and Hudson Canal Company, to be used upon their railway. On Wednesday the engine just imported was tried, and gave such general satisfaction, that the present exhibition was unanimously attended by gentlemen of science and particular intelligence. The engine was put up in Mr. Kimball's manufactory, by Horatio Allen, esq., who went to England to purchase it for the company, and it gives us great satisfaction to say that the most important improvements which have lately been made in the construction of these engines originated with him. It is nine horse power, having a boiler sixteen and a half eet long, with two cylinders, each of three-feet-stroke. It is calculated to propel from sixty to eighty tons, at five miles per hour. The power is applied to each wheel at about twelve inches from the centre, and the adhesive power of the wheel arising from the weight of the engine, will give locomotion to the whole structure.

"The steam was raised by the Lackawaxen coal, and sustained (although there was no friction) at between forty and fifty pounds to the inch.

"We were much delighted with the performance of the engine, and have no doubt that the enterprising company to whom it belongs will reap a rich reward for their enterprise and perseverance.

"Pleased as we were, however, with the engine, we were much more pleased with the practical demonstration offered, of the importance and usefulness of the coal which the company propose to bring to market. It is now reduced

to a certainty that the Lackawaxen coal will generate steam in sufficient quantity to answer all the purposes to which it is applied, and this fact is not only of great importance to the company, but it is worth millions to our State."

From the files of the *Dundaff Republican*, published at that village, in Susquehanna County, Pennsylvania, the following is found under date of July 23d, 1829, announcing the arrival of the "Stourbridge Lion" via. Delaware and Hudson Canal:

"The boats begin to arrive with the traveling engines and railroad machinery; all is bustle and business. The engine intended for this end of the road is a plain, stout work of immense height weighing about seven tons, and will travel four miles per hour, with a train of thirty to thirty-six carriages, loaded with two tons of coal each. The engine is called the 'Stourbridge Lion', its boiler being built something in the shape of that animal, and painted accordingly. Now imagine to yourself the appearance of that animal, the body at least twelve feet in length and five in diameter, traveling at the rate of four or five miles per hour, together with a host of young ones in train, and you will have some idea of the scene before us; but the enchantment is broken, and in a few days the whole will be set in motion, and we will now give you information that, when the whole is in operation, we shall give a general notice that we intend to hold a day of rejoicing on the completion of the same, and shall give a general invitation to our fellow-citizens to attend.

"We have procured a large cannon, and intend to station it on the top of the high peak, to sound on the occasion."

"A Strict Observer."

Horatio Allen, esq., who made the purchase in England, was the first to attempt to run it after being placed upon the track.

At a railroad celebration at Dunkirk, in 1851, which was the occasion of the completion of the New York and Erie Railroad, Mr. Allen made a speech, a portion of which has gone the rounds of nearly all the papers of America, and is as follows:

"Having occupied your time with these statements of perhaps no great interest, but the omission of which would have been an act of injustice, I have thought that, on this great railroad occasion, a reference to some of the incidents in the early railroad history of this country might be appreciated. To bring before you as strikingly as in my power, it has occurred to me to lead your imagination to the conception of the scene which would present itself if, on some fine morning, you were placed at an elevation, and gifted for the moment with a power of vision which would command the railroad movements of the whole United States. There would be presented an exciting picture of activity, in a thousand iron horses starting forth from the various railroad centres, or traversing the surface of the continent malldirections. When the imagination has attained to some conception of the scene, let us seek to go back to the time when only one of these iron monsters was in existence on this continent, and was moving forth, the first of his mighty race. When was it? Where was it? and who awakened its energies and directed its energies? It was in the year 1829, on the banks of the Lackawaxen, at the commencement of the railroad connecting the canal of the Delaware and Hudson Company with their coal mines, and he who addresses you was the only person on that locomotive.

"The circumstances which led to my being left alone were these: The road had been built in the summer, the structure was of hemlock timber, and the rails of large dimensions, notched on to caps placed far apart. The timber had cracked and warped, from exposure to the sun. After about five hundred feet of straight line, the road crossed the Lackawaxen creek on a trestle-work about thirty feet high and with a curve of three hundred and fifty or four hudndre feet radius. The impression was very general that the iron monster would either break down the road or that it would leave the track at the curve and plunge into the creek. My reply to such apprehension was, that it was too late to consider the probability of such occurences; that there was no other course but to have the trial

made of the strange animal which had been brought here at such great expense, but that it was unnecessary that more than one should be involved in its fate; that I would take the first ride alone, and that the time would come when I should look back to this incident with great interest. As I placed my hand on the throttle-valve handle, I was undecided whether I would move slowly or with a fair degree of speed; but believing that the road would prove safe, and prefering that if we did go down, to go down handsomely and without any evidence of timidity, I started with considerable velocity, passed the curve in safety, and was soon out of hearing of the cheers of the large assemblage present. At the end of two or three miles, I reversed the valves and returned without accident to the place of starting, having thus made the first railroad trip by locomotive on the Western Hemisphere."

Mr. Wm. H. Brown, author of "The First Locomotive in America," says of the "Stourbridge Lion" that "although the engine proved to be impracticable under the circumstances, it was caused by no defect in its construction, or the principle involved, nor from a lack of power and ability to perform all the duties that might have been required; but from this cause alone that the road had not been built to sustain such a weight as it was called upon to bear when this new instrument of power was placed upon it. The road had been constructed for horse-power alone, as all other roads were in this country at that early period, and for a long time after even in England. No idea of a locomotive had been conceived in this country."

Mr. David Mathew, who had charge of the men who were employed to fit up the engine when it arrived in New York, and had been landed at the works of the West Point Foundery, thus describes this early wonder:

"The 'Stourbridge Lion' was a four-wheeled engine, all drivers, with all four wheels connected by pins in the wheels. The boiler was a round, cylindrical one; no drop part for the furnace, and the smoke-box had a well painted lion's head on it. The cylinders were vertical, placed at the back, and each side of the furnace, with grasshopper-beams and connecting rods from them to the crank pins in the wheels. The back wheels and the side rods between them and the front wheels; the front end of the beams were supported by a pair of radius rods which formed the parallel motion. This engine was built by Foster, Rastrick & Company, at Stourbridge, England."

The engine was abandoned by the company because of the defect of the track, and for some time was housed under a rough shed, whence it was finally taken to be distributed in parts where it could serve some purpose. The boiler was put to use in Carbondale, and different parts were appropriated by individuals as relics.

Steuben Jenkins, esq., of Wyoming, the indefatigable antiquarian student, has in his vast collection of memorials one of the steam chests, while Mr. John B. Smith, of the Pennsylvania Coal Company, has the other at his home in Dunmore.

The illustration which we give is a photograph from an India ink drawing of the original, which was executed expressly for this work by Cornelius Brinckerhoff, an architect and civil engineer of Scranton, whose ability and accuracy in all his works stamp him as eminently proficient, and upon whose skill we base our guaranty that the design is exact in every particular.

Before dismissing the subject of Locomotives, it is deemed judicious to copy herein an able article upon the railroads of the present day, and their prospects for the future, which appeared a few months ago in the New York *Independent*:

"No fact has had a wider influence upon the business and material progress of this country than the growth of railways within the last forty years. In 1829 there was scarcely a single mile of railway in all the land; and in 1830 only twenty-three miles of line were opened. In 1848 we had five thousand nine hundred and ninety-six miles of line completed, showing an average increase of three hundred and ten miles per annum, from the commencement. In 1860 the system had expanded to thirty thousand six hundred and thirty-five miles, advancing, for the previous twelve years, at the annual rate of two

thousand and fifty-three miles. The war greatly retarded this progress, especially at the South; and yet the aggregate addition, up to the end of 1868, was eleven thousand six hundred and forty-nine miles in eight years, averaging one thousand four hundred and fifty-five miles for each year, and giving a total of forty-two thousand two hundred and fifty-five miles for the whole country. In 1868 the increase was two thousand nine hundred and seventy-nine miles; which, with one exception, was greater than the increase of any previous year. During the past year the estimated increase is five thousand miles. Since, and including the year 1865, the year when the war closed, about thirteen thousand miles of railway have been constructed. The total mileage, as the figures now stand, amounts to forty-seven thousand two hundred and fifty-five miles.

"On January 1, 1869, the six New England States had four thousand and nineteen miles of railway, the six Middle States had nine thousand seven hundred and sixty-five miles, the ten Western States had sixteen thousand eight hundred and eighty-nine miles, the twelve Southern States had ten thousand six hundred and ninety-three miles, and the three Pacific States had eight hundred and eighty-nine miles of road. Pennsylvania was the 'banner' State as to railroad mileage—having four thousand three hundred and ninety-eight miles on January 1, 1869. Illinois stood next on the list, having three thousand four hundred and forty miles; and Ohio and New York were about equal, each having about three thousand four hundred miles. In proportion to the number of square miles of territory, Massachusetts was far in advance of any other State, having one thousand four hundred and fifty miles of road to seven thousand eight hundred square miles, or an average of one mile of road to every five hundred and forty-seven square miles—a ratio which if extended to the whole United States, would give six hundred thousand miles of railway. The cost of all these roads, as compiled at the close of 1868, was set down in round numbers at $1,850,000,000. Add the cost of the roads completed in 1869, at an average of forty thousand dollars per mile, and we have a total cost of $2,070,000,000, an amount nearly equal to the national debt. The aggregate tonnage of these roads in 1868 was about seventy-five million tons, valued at $10,472,250,000. This is equal to about six times their cost, and would pay four such national debts as the country now owes.

"Commissioner Wells, in his recent report, observes: 'If it is assumed that a line of railway gives access to fifteen square miles of country on each side of it, or thirty square miles altogether, then the thirteen thousand miles of railway which it is estimated have been constructed during the five years from 1865 to 1870 will have opened up three hundred and ninety thousand miles of what, for the purpose of general production, may be considered new territory—a tract of country larger than the whole area of France, and nearly three and a half times larger than the whole area of Great Britain.'

"Not only in the item of mileage, but also in construction and accommodation, has there been a great progress in our railroad system. Much better roads are being built than were formerly deemed necessary. Steel rails are taking the place of iron rails. The roads are much better equipped than formerly; more safe-guards are provided against accident, and fewer accidents occur in proportion to the amount of travel. Railway capitalists have discovered the folly and poor economy of hasty and imperfect construction, which, though cheaper at first, is more costly in the end. The multiplication of roads and their healthy competition with each other, have had a tendency to reduce their rates of fare and freight charges, and in this way serve the interest of community. Indeed, all the facts and statistics of the great railway interests of the country greet the new year with exceedingly inviting prospects for the future. The progress of the past, wonderful as it seems, will be entirely eclipsed by that of the next forty years."

CHAPTER XVIII.

COAL—ITS ORIGIN AND FORMATION.

"I will not urge a revelation, mercies,
miracles, and martyrs,
But, after twice a thousand years, go, learn
thou of the pagan:
It were happier and wiser even among fools,
to cling to the shadow of a hope,
Than, in the company of sages, to win the substance
of despair."—*Tupper.*

"No mountain can
Measure with a perfect man,
For it is on temples writ,
Adamant is soft to wit."—*Emerson.*

"Coal," says Prof. J. S. Newberry, "is entitled to be considered as the mainspring of our civilization. By the power developed in its combustion all the wheels of industry are kept in motion, commerce is carried with rapidity and certainty over all portions of the earth's surface, the useful metals are brought from the deep caves in which they have hidden themselves, and are purified and wrought to serve the purposes of man. By coal night is, in one sense, converted into day, winter into summer, and the life of man, measured by its fruits, greatly prolonged. Wealth, with all the luxuries, and the triumphs it brings, is its gift. Though black, sooty, and often repulsive in its aspects, it is the embodiment of a power more potent than that attributed to the genii in Oriental tales. Its possession is, therefore, the highest material boon that can be craved by a community or nature.

"Coal is also not without its poetry. It has been formed under the stimulus of the sunshine of long-past ages, and the light and power it holds are nothing else than such sunshine stored in this black casket to wait the coming and serve the purposes of man. In the process of its formation it composed the tissues of those strange trees that lifted their scaled trunks and waved their feathery foliage over the marshy shores of the carboniferous continent where not only no man was, but gigantic salamanders and mail-clad fishes were the monarchs of the animated world."

It is so seldom that the black diamond suggests sentiment, or that romantic thoughts are engendered by proximity to the sooty covers of the coal region, that it may be ventured to advance a truly inspiring idea which has been uprooted from the tedious mazes of philosophy, viz: that the earth in giving up its coal, literally *breathes*: or, in other words, coal is but a consolidated form of the sunshine of a long-past day; a portion of the generously extended solar force of one age, fixed in material shape, and by simple yet wondrous process sealed up from all dispersion and loss, and transmitted to another age long after to assist to fulfil in it the development of a state of life incomparably higher than that in which it originated.

As a writer of ability has expressed it:—"It is no mere sport of fancy, then, but an utterance of science to say, that all the while we are imbibing the warmth of our coal-fire, we are actually basking in the sun's rays which vivified the vegetation out of which the coal was produced countless ages ago."

How much of the primeval supply of carbon in the air was thus ultimately solidified as coal, by vital organic action, during the carboniferous ages, must in our present defective knowledge of the whole mass of coaly substance in the earth, be a matter rather of conjecture than of computation.

It is supposed by writers of acknowledged authority, however, that the atmosphere at the beginning of the carboniferous period on the great day of plant-life was many times richer in carbon than it was at the close of it. An estimate carefully made from the best data of the sums-total of coal within the principal coal fields of the world, indicates that the aggregate of carbon buried under the soil cannot be less than some six times the quantity still resident in the air. If it is assumed to have approached at all to this proportion, who needs to longer wonder at the colossal dimensions of the ancient coal-plants, and their exuberant growth?

But, anterior to this remarkable era, the reader will take in at a glance, the primitive causes from which the present coal deposit is the result.

Once America was a long, narrow island, reaching from Nova Scotia to the far West; neither Alleghanies nor Rocky mountains as yet existed, but a great ocean spread away to the north and another to the south. Gradually on either side, by the action of the waters, vast deposits of stratified rock were formed, which accumulating, were at length raised to the surface at numerous points, forming low, marshy islands. These became covered with a luxuriant vegetation under the healthy growth before referred to; generations of this rapid growth quickly succeeded each other, the decay of each forming the basis of that which followed. For ages this process went on, and when the Alleghanies were afterwards upheaved in successive ranges to the southward, the reader can easily imagine the great disturbance, the distortions and dislocations which these stratified deposits must have undergone. Let it be remembered too, that these upheavals must have imprisoned many a large, inlying body of water, which, in proportion to the resistance offered, would the more violently force various outlets to the sea beyond, and in its way out, would, with its tumultuous current, tear up the already loosened strata—if possible, sweeping them entirely away, but otherwise leaving them behind in confused heaps.

The ranges of the Alleghanies increase in height as we proceed southward, till in North Carolina they rise more than six thousand feet above the level of the sea. The more southern ranges, being later in their upheaval, and therefore meeting with greater resistance from the continually hardening crust of the earth, were for this reason thrown up to a greater height, power in all cases being measured by resistance. These ranges, therefore, offered a proportionally greater resistance to the escape of the waters which they enclosed; hence the greater violence of the escaping waters, which accounts for the fact, that for the most part, the coal measures of the south have been swept away.

In regions where there was no violent action of water at all, as in Western Pennsylvania, we have the soft, bituminous coal, the hydrogen of which has never been permitted to escape; and the reason why the coal in Eastern Pennsylvania is not bituminous as a general thing is this:—The external disturbance which affected the strata, though insufficient to sweep them away, yet so effectually exposed them to the air that the soft coal became in time hardened to *anthracite*.

This classification, which recognizes but two chief sorts—common bituminous coal and the non-bituminous or anthracite, is the one most correctly used, but a nicer subdivision for scientific purposes, is founded on the relative abundance of the uncombined carbon or coke, and the volatile or distillable and inflamable bituminous matter so called. These in the phraseology of chemistry, are known as the *hydrocarbons*—a group of substances in liquid and gaseous conditions, according to the temperatures they exist under, and are all constituted of hydrogen and carbon united in definite proportions. A coal destitute altogether of the hydrocarbons is a true anthracite; if it contain some ten or twelve per cent. of those volatile compounds, and burns with a soon-exhausted flame, it should be called a semi-anthracite; if it have as much of them as twenty or twenty-five per cent. it is best termed a semi-bituminous coal; and in all cases where it possesses as much as or more than thirty per cent. it claims the title of a true bituminous coal.

All these four classes may be divided into sub-varieties founded, not on the amount, but rather on the specific nature of their hydrocarbons or

flame-making elements, and partially on the texture or physical structure of the coal as a rock. Such, for instance, is the distinction between the cannel and ordinary coals. There is a general law in the geographical relations of the above-named four classes of coals, noticeable in crossing many of the larger coal-fields, especially those of the United States between the Alleghany mountains and the Missouri River, but with scientific principles as such, we refer the reader to more elaborate works.

A theory which at one time was stringently adhered to, but which is now exploded, seems to retain many believers yet, among the miners, and many people in the coal regions, viz:—that coal was formed by the drifting of large masses of timber and early vegetation into water enclosures or bays, and there allowed by chemical action and time to force itself into coal.

There can be no doubt that coal is the production of vegetation, and that too of an immense quantity of it, but the exploded theory above referred to loses its force in the fact, that by drifting masses, the material could not have been furnished in sufficient quantity, and disposed in layers of equal thickness, extending for many miles, and so free from mud, sand, or other impurities or foreign substances.

Mr. Macfarlane, of Towanda, author of "Coal Regions of America," states that "coal of the carboniferous age, when examined, is apparently never found to be formed of the trunks and large branches of trees. Slate rocks are so formed, and it is on account of the size of the trees and plants, that they have been converted into slate or shale instead of coal, from the introduction among them of sand, clay, and mud. The too great preponderance of earthy matter renders them unfit for fuel, although containing some portion of carbon."

The same author referred to gives in Appendix I. the following:

"The opinion now held by geologists, is, that the vegetation from which coal of the Carboniferous age originated was similar to that of the peat bogs now found in nearly all parts of the world. The examination of coal does not afford evidence of its having been produced from the flattened trunks or more solid parts of trees, but it abounds in fragments of the leaves, and occasionally extremities of branches and fronds, or leaves of the kind which retain the stalk when they fall off. In Anthracite coal the process of liquefaction and carbonization, or perhaps it should be called crystallization, has obliterated nearly all traces of the original vegetable matter; but, as we go farther westward, we find some kinds of bituminous coal which appear to be composed of minute leaves and fibres matted together. Large trunks or branches are not found, but their layers resembling mineralized charcoal are found between the layers of coal when separated, and the material appears to have been of that soft description which must have flourished either in water or where the land was little elevated above the water, and when the climate was moist and warm. Certainly the vegetable matter must have been immediately covered with water as soon as it was formed, in order to be preserved from the rapid decomposition which always takes place in the open air. Sea-weeds and other marine plants are not found in coal, but the plants are all of the fresh water species, and it has been confidently asserted by Mr. Lesquereux that there is no coal with marks of marine origin; and further, that there is no true peat formed entirely of sea-weed and marine plants, although the sandstone and limestone layers between the seams of coal often contain marine fossils.

"The supposition that coal is a true mineral, formed only by chemical agency, and without an accumulation of vegetation grown on the surface, and buried afterward, is an hypothesis to which Nature does not give the slightest support. The analogy of formation between the peat-bogs, of our times and the beds of coal of the coal-measures cannot be called a theory, it is a demonstrable fact. We can now see the coal growing up by the heaping of woody matter in the bogs. After awhile we see it transformed into a dark, combustible compound that we name peat or lignite, according to its age.

Prof. Lesquereux, whose writings are conceded in nearly all the State Geological Reports, to be about exhaustive, says:

"The formation of the coal is now pretty well

understood among geologists. It results from active growth of woody plants; whose *débris*, falling every year, are preserved against decomposition by stagnant water, or great atmospheric humidity. It is the process which now still forms our deposits of peat. It demands for its favorable action a ground or basin, rendered impermiable by a substratum of clay, a peculiar kind of plants, constantly growing at the same place, and heaping their *débris* for a length of time. At our epoch the formation of peat is essentially of two kinds. Either the vegetables which furnish the materials are aquatic, or semi-aërial plants, having their roots in water, and expanding their branches, leaves, etc., on the surface of the water, or above it. Their *débris* fall in water, and are heaped and preserved under it. In another way, and this is most generally the case, the plants of the peat-bogs are of a peculiar texture. Hygrometrical, like sponges, they absorb humidity by their aërial tissues as much as by their roots, and, thus protected themselves against decomposition from atmospheric action, they cover in their growth every kind of woody *débris*, even large trees, and afford to them the same protective influence. In that way the surface of peat-bogs of this kind grows constantly up. In that way also peat-bogs grow at our time upon the slopes of steep mountains, whenever atmospheric humidity is constant and abundant enough to furnish moisture for the life of those hygrometrical plants which now are mere mosses. The peat-bogs of the coal did grow in the same way; the distinction in cannel-coal, which has been found under water, and bituminous coal, which, by its layers, indicates an upper aquatic growth, is well marked. But, during the Carboniferous epoch, the circumstances favorable to the growth of the peat were in their highest development. Low, wide basins of stagnant water, whose bottom was first coated by deposits of clay; an atmosphere constantly charged with vapors, and a large proportion of carbonic acid, the food of plants, forming by its transformation the woody tissues; floating vegetables of immense size, first growing horizontally at the surface of the water, and filling the basin with their *débris*, then forming a support for a more aërial vegetation; fern-trees, lycopodes, horse-tails, all of enormous size, heaped in a continuous growth the woody tissues of their vegetable remains in a now inconceivable proportion. Our thickest beds of peat now measure scarcely 20 feet. By compression and mineralization the thickness would be reduced to one-sixth, or three feet at the most. We have beds of coal of 20 feet of thickness which would make a deposit of peat reach 120 feet.

"It is true, indeed, that the peat-bogs of old did not extend over the whole surface; that they were of various dimensions, separated by sandy hills or by deep lagoons; that after the deposit of their materials, erosions caused by water on other agency have greatly diminished their size. But it is true also that beds of coal, like the Pittsburg bed, whose average thickness is about eight feet, may be traced over surfaces more than 100 miles in width.

"It is equally true that beds of coal are superposed at intervals, in the coal-measures, that at the same place a boring of a few hundred feet may pass through five beds of coal, or even more of various thicknesses. So immense, indeed, are the riches of the American coal-measures, that in their conception of the future devlopement of the human race, geographers, historians, philosophers, agree in this idea, that in the United States we have, especially in our coal-deposits, the elements for the greatest and most perfect development of the human race."

The process of formation is from this point taken up by Mr. Macfarlane in his able work before referred to, as follows:

"The pressure required to transform the vegetable material into coal was applied by the formation of the superincumbent strata of rock, by means of the sinking of portions of the land and the elevation of other portions. Prof. Rogers, of the Pennsylvania Geological Survey, seems to attribute these to those mighty movements of the earth's surface called earthquakes, but they are now commonly accounted for by more gradual movements. The present great elevation of the mountains had not taken place, the surface of the earth was not much above the ocean, and small changes of level were sufficient to sub-

merge the continents which were sometimes above and sometimes below the water.

"The great strata of sand-rock upon the slate, and sometimes directly upon the coal, were caused by more impetuous inundations of the ocean in all its might and majesty, washing away vast quantities of the soil and rocky strata of the ancient continent; breaking the rocks into small fragments, carrying them to a great distance inland, and wearing them into water-worn pebbles. These rivers or oceans of sand gravel, or clay, thus deposited, in course of time became hardened into rocks, and their pressure upon the moist and rank vegetation of the coal-bogs buried beneath them has thus by a simple and natural process, formed the strata of slate, pure coal, and sandstone. Being very compactly matted together, it formed a strong spongy mass, not easily separated by a current of water flowing over it, or not pervious, or liable to be penetrated by foreign substances borne by such current.

* * * * * *

"The combinations formed by the usual affinities of the constituents of coal seem to show that all coal was first formed of the bituminous variety, and that anthracite is the result of igneous action to which it was subjected after it became coal. Anthracite is only found in metamorphic rocks, and all coal found in metamorphic rocks is anthracite."

The same author, in enlarging upon the "*Repetition of the Seams of Coal*" states that "in Illinois and other Western states, there is probably not one of the principal seams of coal that has not, at some locality, a bed of limestone more or less pure associated with it, containing the fossilized remains of marine animals in such a perfect condition as to leave no doubt that they lived on the spot where they are found. These fossiliferous strata occur between the different beds of coal, so as to show that if the coal was formed in fresh-water marshes, as the character of its vegetable fossils proves, near the sea-level, as is generally supposed, there must have been a subsidence and elevation for every seam of coal, as the intervening marine beds attest the presence of the sun where they were formed, as is also proved by the fossils of sea-shells, corals, and teeth and spines of cartilagenous fishes.

"The formation of other seams of coal above the first is therefore to be accounted for by the new formed strata filling up the water to the surface, the growth upon it of a second crop of peat bog material, a second submerging, and a repetition of the original process throughout.

"The thickness of a seam of coal depends on the length of time the vegetable materials of which it was composed were accumulating. Seams of coal are sometimes split, as it were, by a wedge-like field of slate, which has been caused by an inundation of carboniferous mud flowing over a part only of the peat-bog region in its half finished state, the subsequent growth of the remainder of the formation on the mud, and the thickening of the part not thus inundated. In the Mahony anthracite coal region is a great bed of coal called the Mammoth, but, when we go west to Mount Carmel, we are told that it is split in this manner into two separate coal beds, and so is the Baltimore bed at Wilkes-Barre divided between that place and Pittston. The fragmentary character of the coal fields is evidently caused by convulsions which took place long subsequent to the formation of the whole of the coal measures, and we now possess, or at least have only discovered some of the broken parts of a vastly greater field, which once existed on this continent. Deep valleys have been formed cutting down through the coal regions, leaving sometimes only small patches of coal on the tops of the highest mountains, and extensive countries often lie between, where thousands of feet in thickness of the upper formation, including the coal, have been removed by some mighty agency exposing the Devonian and Silurian rocks on the surface. In imagination we can restore the gigantic arches which once carried the same coal beds high through the air from one mountain across to another many miles apart, and which are now destroyed and buried up, constituting new sand, gravel, and rock deposits in the Atlantic.

"The direction from which these ocean currents proceeded is sometimes very evident. There are certain rocks peculiar to the coal re-

gions called conglomerates, the largest of which is the base of the coal, and they are evidently formed of the fragments of the older formations, the sand and pebbles of which they are made being water-worn, rounded and cemented together by smaller pebbles and sand. The bottom of the stratum in any given place is always composed of larger pebbles than the upper portion, showing very plainly the manner in which it was formed by material carried in water, the heaviest portion sinking first. Furthermore, these conglomerate rocks are much thicker and the pebbles larger in the eastern or southeastern part of the Alleghany coal region, than they are farther west, showing that the current was spending its force in that direction. In the Lehigh and Schuylkill regions the pebbles are larger than hens' eggs, and the formation itself is as much as 1,400 feet thick. Farther north, at Towanda, it is much less than 100 feet, the coarser part only 10 or 15 feet, and the pebbles are no larger than a pea. As you go farther westward, the pebbles diminish to the size of a mustard seed, and the stratum of rock thins out until it disappears altogether. This shows very evidently the source from which the rocks of the coal measures were derived, and that the ocean currents which carried them proceeded from a southeast to a northwest direction.

"In Michigan the thinning out of the strata toward the south, indicates the source of the rock making materials to have been in the north.

In Illinois the conglomerate rock is thickest and coarsest, in the southwestern part of the field, thinning out and the material becoming fine along the Indiana edge of that field. Farther southwest, in Western Central Arkansas, the conglomerate has a vastly greater development, showing its proximity to strong currents and to the land of the ancient continent from which this rock was formed. There is also a great development of the conglomerates beneath the coal in Tennessee and Alabama, of which the celebrated Lookout Mountain is a conspicuous example.

"The foregoing is given as the most plausible theory of the origin and formation of coal, and, while difficulties may suggest themselves to the reader, still that coal is derived from the vegetable kingdom admits of no doubt. This is one of the well established facts in geology. The precise character of the process by which the change is brought about may not be perfectly understood, and there may here be room for further examination to fully solve this interesting problem. But no one can be long among the coal-rocks without recognizing the work of an Almighty Hand. With our feeble powers we can only see some of the means He used for the accomplishment of His purposes, and beyond that we must admit that, in some respects, the world of the past is as mysterious as the world to come."

CHAPTER XIX.

THEORIES CONCERNING COAL.

"Than this
A faculty diviner still is his;
For he hath on the walls of science stood,
Gray walls, whose towering turrets well-nigh reach
The prophet's dome of inspiration: there
With all the book of space before him spread,
Hath read its starry pages, and transcribed
Its wonders to the waiting world below!

But now endowed with all the powers of earth,
The form majestic, and the strong right arm,
With intellect to penetrate the skies,
T'unriddle the enigma of the stars,
Must cast aside his dusty strength, and lay
His little knowledge humbly by, and take
The tender innocence which childhood wears,
And he shall be invested with the power,
The majesty and wisdom of the immortals."—*Thomas Buchanan Read.*

Mr. Samuel Harries Daddow, of Scranton, one of the editors of Daddow & Bannan's "Coal, Iron, and Oil," and who is considered one of the best of coal writers, has written for Appleton's "American Cyclopædia," the article "ANTHRACITE" in Vol. I, and that of "COAL" in Vol. IV, from the latter of which we extract that portion of the text which bears upon the question of origin and formation.

"The formation of mineral fuel, and the manner in which it is stratified among the rocks, are still problematical. Numerous theories have been advanced, which, however, are generally the opposites of each other, and none of them have been commonly accepted. Though many well established facts have been developed, but few of them can be reconciled with the prominent theories of coal formation, unless arbitrary or unnatural processes are employed. Some draw their conclusions from the existing conditions of the earth and the atmosphere, and infer that the processes of the present day were those of the prim-ordial ages, with but little modification; while others argue that the natural phenomena or conditions of the past were different from those of the present, and draw their conclusions from geological and scientific facts no less evident than those inferred by the former theorists; thus tracing the creative agencies from the past to the present, inferring them from present data instead of accepting the present as the normal condition.

"On some important facts they meet and agree, but generally disagreement is paramount. The prominent theories of coal formation are briefly given in the following statements:

"1. *The drift theory.* This supposes that the ancient flora, growing on the low, swampy shores of rivers, lakes, and seas, including both arborescent and aquatic plants, was torn from its habital by floods or inundations, drifted by streams, tides, and waves far into shallow lagoons or seas, and deposited at the bottom as the nucleus of a coal bed, to which constant accumulations were added by the same means; presuming that vegetation would not decay in water, and that the mud and silt always accompanying such drift would not mix with the vegetable matter as sediment. Coal, however, is not mixed promiscuously with earthy impurities, but regularly and uniformly stratified between the sedimentary rocks. Or it is supposed by some that the constant drift of forest trees into the estuaries of rivers, such as the drift of the Mississippi to its delta

in the gulf, and the drift of the Red river in Arkansas, has been the means of accumulating coal beds. These views, however, may be considered obsolete, though prominent in our text books, and still adhered to be a few eminent geologists.

2. *The peat-bog or marsh theory.* This supposes that the vegetation which produced coal grew on the edges of shallow lakes or seas, or even farther in toward their interior, and that it was deposited where it grew. This is modified by some, who believe that coal was produced chiefly by land plants, and that these were gathered into the coal basins by the overflow and inundation of the land caused by earthquakes or other paroxysmal violence; thus accounting for the interruption of vegetable growth, of the rmation of the rocky strata, and the alternate beds of coal, slate, shale, clay, limestones, and sandstones. Whether the one or the other of these views be adopted, an earthquake is necessarily evoked by the theorists. They presume that the sea is depressed or deepened to form the rocky strata, and elevated to form shallow marshes or bogs, in which vegetation again takes place, to be followed by successive interruptions and growths for each successive coal bed, while the growth of vegetation may be admitted according to this theory. The formation of the rocky strata and the alternate elevation and depression of the coal basins are unnatural, and cannot be accepted as geological facts, or even tolerated beyond a mere conjecture.

3. *The marine theory.* This supposes that seaweed, or the hydrophites generally, formed coal; or, more comprehensively, the aquatic plants which grew up through the water, or had their roots in water. Among these were the ancient tree ferns, club mosses, sigillaria, lepidodendra, calamites, and perhaps the early coniferæ, all of which had long stemless trunks and wide spreading tops; and are supposed to have grown in deep water, with their roots in the mud of the bottom, or the fire clays of the present day, and their branches on the surface of the water. These grew in water surcharged with carbonic acid, and perhaps with hydro-carbon, spreading their magnificent palm-like tops in an atmosphere abundantly charged with their elements of growth in perpetual summer, and under a warm and forcing temperature. The plutonic or internal heat of the earth produced this temperature, which was uniform during all seasons, both in the water and the atmosphere; while the influence of the sun could have had little effect through the haze of gaseous vapor, steam and smoke. Under such circumstances, the most favorable to vegetable growth, the plants absorbed in their cellular tissue resinous juices or hydrocarbon oils, instead of the hygroscopic matter which we now term sap. The rank and magnificent flora of the carboniferous eras, growing under these favorable conditions, must have been luxuriant beyond comparison; but to show the fecundity of seaweed at the present time, we may cite the vast accumulations of the insignificant hydrophites in the great Sargasso sea, which Humboldt computed to cover 260,000 square miles of the surface of the ocean, in places so dense as to arrest the progress of vessels. In the former theories, the coal is supposed to be the result of the carbonized woody fibre of the plants. In this, the resinous sap or hydrocarbon juices are presumed to aid in the production of coals, and the land plants, or arborescent flora found in the rocky strata, to have had little influence in producing this result. This part of the theory seems natural and probable, but the same difficulties in the formation of the strata exist, when referred to abrasion of the shores, by tides or waves, or the detrition of the old rocks by streams.

4. *The petroleum theory.* This supposes that the hydrocarbon juices of the plant, forced out by the pressure of the strata and water under which it exists when deposited at the bottom of the coal basins—rose to the surface as petroleum, and floated beneath the foliage of the plants where they existed, but spreading evenly and uniformly on the surface of the water, whether covered by vegetation or not. This accumulation of oily matter would preserve the successive growth of the plant, which added continually to the mass; and finally this would become heavier than water by the volatilization of the hydrocarbon, by the oxidation of the vegetation, and by the accretion of earthy matter from the dust and ashes of the atmosphere, produced by

many active volcanoes. This theory is comparatively modern, and has been supplemented by the volcanic theory, which seems necessary for its proper solution, in the formation of the rocky strata, because it is apparently impossible to reconcile the wide distribution and uniform stratification of beds of pure coal, clay, slate, lime, and sand, without admixture or change of horizon, by the drift theory. But the volcanic theory of sedimentary formations has given rise to a new or mineral theory for the production of petroleum and its resulting bitumen or coal. We give the latter in advance of the former.

5. *The mineral theory.* This is but crudely defined, but the main arguments used in its support are these: Carbon, hydrogen, oxygen, and nitrogen, the constituents of coal, are constant elements in nature, and do not owe their existence to subsequent processes. They perform important functions in the creation of animal and vegetable life; and this fact proves prior existence. The organic processes are not necessary to their union, either as hydrocarbon or carbonic acid, or the many other compounds, as water, air, &c., which they form. The union of carbon with hydrogen and oxygen required perhaps the intense heat of submarine volcanoes or other causes, in which water is decomposed and carbon disengaged from the rocks of molten lava. The examples of present volcanoes are cited in proof, because petroleum is found floating near them when they exist in or near water; while volcanic regions of the present time abound with asphalt or bitumen. It is maintained in Daddow and Bannan's "Coal, Iron, and Oil," that the petroleum or bitumen thus formed aided in the production of coal, in connection with the vegetable oils described above.

6. *The volcanic theory.* This does not relate so directly to the production of the material forming coal, as to the manner in which the strata containing it were formed. To describe this exhaustively would be to take in the whole science of geology. Briefly, the facts and arguments may be thus stated: All the sedimentary strata of the earth were formed in water. The first or earliest were crystallized by heat, and contain no fossils; but when subjected to heat, as in some portions of the anthracite coal measures, and in many other places, the latter sedimentary rocks, which contain fossils are crystallized, or metamorphosed, as it is generally termed, which means that they have been altered by heat or other causes since their formation. But according to this theory, all the great crystallized sedimentary rocks owe their characters to volcanic influences or plutonic heat during the period of their formation, except such local strata as may owe their crystalline structure to other chemical action. This theory that all the older sedimentary rocks were formed by the flow of lava into the great bodies of water which covered the earth before its mountains had any form beyond mere outline, and before rivers could have flowed, or valleys existed as dry land; because it is one of the facts of geology that the great or older sedimentary rocks were deposited in almost horizontal planes, and that their edges have been uplifted, and their planes plicated or folded more or less, as the subsequent effects of contraction. The stratification of more recent formations on the upturned edges of the former indicate these relations. It is consequently inferred that the sediment could not have originated from the drift of rivers or the abrasion of shores, because these had but a limited if any existence, and could not have produced the vast accumulations of strata which form nine-tenths of the earth's surface. But even if such sources existed, they could not produce the sedimentary strata, with their beds of ore ane coal, clay, slate, lime, sandstone &c, in their uniform order. The crystallization was effected by intense heat acting on the deposited material, liquefying the silicate and other bases in connection with the alkalies or acids, and thus not only forming the harder rocks of the earth posterior to the granite, &c., but also crystallizing many of them. The material forming this strata were almost exclusively volcanic, thrown into the water in a molten condition, and almost instantly shivered to atoms in contact with water, which must have been more or less heated and agitated under these circumstances. The natural result of such action would do to form the strata as they now exist, in great plates of sandstone, or shales,

clays, and slates, according to density; while the thickness and the texture of the strata would depend on their remoteness from the volcanic sources. It is known that waves and tides will distribute mud and silt to a great distance, and that liquid silicate will float in water. The winds have also been known to carry the dust and ashes of volcanoes over a thousand miles, and many hundreds of miles in blinding clouds; and it is also known that volcanoes existed in almost countless numbers in the early stages of the earth's history, while trap or plutonic rocks have flowed from the liquid interior of the earth through still more numerous vents. But in addition to those extinct volcanoes, and trap or basaltic dikes now exposed to view, a far greater number are covered and concealed by the strata which they produced or by subsequent formations. Limestones were formed by the combination of the liquid silicate or calcium with carbonic acid, during all periods of the creative ages, but the greater masses anterior to the coal, when the carbon was abundant and united readily with the oxygen of the decomposed water; but during later stages, when hydrogen became less volatile, union with this element was frequent where the intensity of the heat did not prevent it. From this union we have our nests and pockets of graphite or coarser plumbago in the granite and gneissic rock. At a later age, during periods of repose and reduced temperarure, aquatic plants, the fercoids or sea algæ, began to grow, the fossils of which are found in the Silurian, and more abundantly in the Devonian rocks; and during the carboniferous eras, both aquatic and terrestrial plants acquired their most luxuriant growth, while animal life had an almost contemporary existence. At this time a large portion of the earth's surface was dry land; but it is evident that the Appalachian and many other mountains in North America had but a limited existence as mere ridges, if indeed they existed at all, and the larger portion of our continent was covered with water. Consequently neither river or valley existed to any great extent. The vast area from the Blue Ridge to the Rocky mountains was one continuous sheet of water at the commencement of the carboniferous era, with perhaps a few anticlinical ridges standing as islands above its surface. After the deposition of the carboniferous limestone these islands became more numerous, and the sea more shallow. The thickness of the coal measures indicates their depth at this period in the east, while in the west the additional rocks of the Permian and other formations reposing on the coal measures indicate greater depth. The depth of the basins at the commencement of the coal era could not therefore have been greater than at present, though it might have been considered less, because it is a recognized fact that the contractions of the strata lifted the edges of the basins and depressed their synclinals, while the anticlinals have been likewise lifted or plicated since the deposition of the coal measures. Thus the growth of the coal plants must have been in the water of this wide sea, and around its low and swampy shores, into which neither river nor wave could convey drift or detritus; it was too expansive for any such theory. Yet in this wide sea, which for convenience we may call the Appalachian, the millstone grit was deposited from shore to shore; while the Potsdam and other rocks occupied a still greater area, and could have been derived from no other than volcanic or eruptive sources. By this theory it is claimed that every developed fact of geology can be accounted for and reconciled with the deduced or theoretical conclusions; while other theories require unnatural or abnormal processes which are only conjectural.

"It may be concisely stated that all these theories contain some elementary facts. In studying the smaller coal fields of Europe the drift theory seems probable; but in the great American coal fields this oldest and most popular theory is entirely inadequate. The peat-bog or marsh theory was invented to take the place of the former, and out of this grew the marine theory. These modifications, however, cannot be exclusive. A small portion of the sediment was derived from detritus, but a larger amount must have been volcanic. In many of the European coal fields trap rock was intercalated as beds, or injected as dikes posterior to the formation of the coal strata; and this action was more

frequent during the coal period than since. Whether either or both the drift and volcanic theories be accepted, arborescent plants, growing on the shores or in the shallows, would be gathered either by the inundations caused by volcanic violence or by drift, and would mingle with the aquatic plants in the deeper water. Thus the four modes would combine in the formation of coal; and while no single theory would be exclusively correct, each would be partially so. But while the mineral theory may or may not partially account for the production, it requires the petroleum theory to simplify and combine the four former theories; because, however the coal flora was precipitated, it must have been in mingled and irregular masses of mud, graphite, coal, and silt, just as we now find the earliest deposits of carbonaceous matter in all coal fields, unless we accept the formation of petroleum or resinous oils from the flora, condensed beneath the weight of rocky strata and water.

"In support of the mineral theory is the fact that all coal beds are largest and most productive in those portions of the coal fields where the temperature has been comparatively high. Where this was intense, the coal has been partially reduced to graphite; and where low, the coal beds are thin, as we shall notice in the sequel. But the petroleum and the resulting bitumen, which seem to form the purer and semi-crystalline portions of all coal beds, may have been exclusively derived from the expressed resinous juices of the plants; though the several classes of coal, so striking in cannel and the common bituminous varieties, seems to be due more to their chemical composition than to their mechanical structure. We find abundant proof that the coal plants contained but little woody fibre. The earliest fossil flora has left mere prints or impressions on the rocks, while the latest coal plants have left only a small film of carbonaceous matter even around the immense flattened trunks of the calamites, the lepidodendia, or other large species; but when found erect, or only partially flattened, the bulk of the tree is not carbonized wood, but a cast of its former self, filled with the rocky material with which it is surrounded. It thus seems evident that the primordial flora was composed of comparatively soft, pulpy, and cellular tissue, or that the trunks were hollow and reed-like in structure, and that their pores, if not the pith, were filled with resinous sap. It seems evident that plants of this kind could not have produced our immense coal beds by the carbonization of their woody fibre, because they contained but little if any hard wood or lignite. They grew in water, and did not require strength. Their wide-spreading tops on the surface, and their own buoyancy, supported them. Consequently, if coal or bitumen did not result from the expressed juices of the coal plants, it is difficult to conceive how our fossil fuels could have accumulated except from more strictly mineral sources. The aborescent flora required and did contain much more hard fibre, even during the coal period, than the hydrophites; but the area of their growth must have been exceedingly limited when the entire horizon of the carboniferous rocks was under water. But as it is impossible to determine how many of the coal plants were of terrestrial growth, it is equally difficult to ascertain their influence in the formation of coal. It is probable that the largest portions were imbedded in the rocky strata rather than in the coal, because they must have been torn from their places by violence, and promiscuously scattered during seasons of repose. The consistency of plants depends on rapidity of growth is not as hard and dense as that of slow maturity; while the aquatic plant rarely produces the hard wood of the arborescent. Tropical climes produce dense masses of foliage, luxuriant and of rapid growth, but most of it low, weak, and of equally rapid decay; while temperate regions produce tall forest trees, hard, strong, and durable. The natural productions of to-day indicate the results of greater temperature and are almost exclusively aquatic habitat for the vegetation of the primordial ages. But if the ancient flora had not some preserving element, such as petroleum would furnish, the magnificent vegetable productions of the coal era would decay as rapidly as the tropical aquatic plants of to-day. The arborescent or forest trees of the present time are undoubtedly more massive, or contain more hard wood, than

those of the coal period, and an acre of ordinary forest will produce more charcoal or carbon now than the same area would have produced then; yet it would require 74 mature growths of a forest embracing 65 trees per acre, each containing 240 cubic feet of solid timber, to produce 1,613 tons, or one foot of coal; and assuming the period of each mature growth to be 100 years, it would require 7,400 years to produce a single coal bed 3 feet thick. Hard wood would be reduced, according to Dana, three-fourths in weight and seven-eights in bulk, to form ordinary bituminous coal. It seems evident therefore that our great coal beds could not have resulted exclusively from the woody fibre of the coal plants, which must have been almost entirely aquatic."

CHAPTER XX.

ANTHRACITE—NORTHERN COAL FIELD EMBRACING WHAT IS KNOWN AS THE WYOMING, LACKAWANNA, SCRANTON AND WILKES-BARRE REGIONS.

"Glorious shapes have life in thee,
  Earth and all earth's company;
Living globes which ever throng
  Thy deep chasms and wildernesses."—*Shelley.*

"Many a fathom dark and deep
I have laid the book to sleep;
Ethereal fires around it glowing,
* * * * * * *
Lend thy hand and thou shalt spy
Things ne'er seen by mortal eye."—*Sir Walter Scott.*

Anthracite coal is found in an area of about 470 square miles, in Luzerne, Carbon, Schuylkill, Northumberland, Dauphin, and Columbia counties in the State of Pennsylvania, of which there are three great divisions, which are named from their locations—the first or Southern, which lies principally in Schuylkill county, often called the Schuylkill region, the second or Middle (often included in the Schuylkill) which occupies the Mahoy and Lehigh regions, and the Eorthern coal field, in Luzerne county, which embraces what is known as the Wyoming, Lackawahna, Scranton, and Wilkes-Barre regions, and upon which the attention of the reader is requested through the dull rut of statistics.

The area of the Northern coal field is 198 square miles, or, perhaps a plainer way for an American boasts an allodial title to the soil, 126, 720 acres.

All other coal is bituminous, or, as it is sometimes expressed *soft coal*, anthracite being denominated *hard*. The latter is the most condensed variety of mineral coal, containing the largest proportion of carbon and the smallest quantity of volatile matter. Excepting the diamond, anthracite is the purest form of carbon in its natural state.

Mr. Daddow, whose authority was in the preceding chapter referred to, gives the following in relation to anthracite:

"The best specimens contain 95 per cent. carbon, but the average production of the purest beds of this coal will not exceed 90 per cent., and generally not more than 80 to 87 per cent. of carbon. The volatile matter in the dense, hard varieties is almost exclusively water and earthy impurities, but in common varieties the volatile portion consists of water, hydrogen, oxygen, and nitrogen; while the ash or inconbustible matter contains oxide of iron, iron pyrites, silica, alumina, magnesia, lime, &c. The gradation of anthracite is arbitrary; there is no fixed limit in the descending scale at which anthracite becomes semi-anthracite. A coal containing 80 per cent. carbon may be and often is termed anthracite, while other coals containing 85 per cent. carbon are truly semi-bituminous.

"The superior density, irregular fracture, and general appearance of antlracite are distinguishing features to common observation; while water and ash take the place of hydrogen and oxygen, or bituminous matter. But anthracite which contains only 80 per cent. carbon, with 20 per cent. water and iecnmbustible matter, is the lowest grade of commercial coal and of little value as fuel.

"The constituents of anthracite, as determined by ordinary analysis, and generally published, are only aproximate. They are generally made from picked specimens, by many men and many

methods, each giving widely diverse results even from the same coal, and the mere aggregates of carbon, volatile matter, rnd ash, while the distinguishing features and chemical constituents are seldom given. The change from anthracite to semi-anthracite is gradual and imperceptible in the coal fields. There is no fixed point at which the one terminates orthe other commences. The same uncertainty is manifest in all published analysises of minoral coal. No commonly adopted limit is assigned to the varions gradations. Those called semi-anthracite in one place are termed anthracite in others and *vice versa*. The same indefinite relations are observable between semi-anthracite and semi-bituminou, and between semi-bituminous and bituminous coals; while the gradations of all carbon compounds are alike indefinite and unsettled, down through cannel coal, bitumen, asphaltum, petroleum, naphtha, and carburetted hydrogen gases. The uncertainty, however, exists in the mean and not the extreme varieties. Hard, dense anthracite could not be mistaken for any other class; and while light, volatile semi-anthracites might be readily termed semi-bituminous, it could not be mistaken for anthracite."

Prof. H. D. Rogers explains the formation of anthtacite by supposing it to be the result of altered bituminous coal metamorphosed by intense heat, and of course by heat induced subsequent to the formation of the bituminous beds; and he further explains the escape of the volatile portion of the latter as gas through cracks and openings caused by the plication of the anthracite strata. This plication follows closely the general type of the eastern palæozoic rocks, which are intensely crushed and folded near the contact of their edges with the igneous or granitic rocks, and much less plicated and distorted in a western direction. This fact undoubtedly led to the above theory, which seems as natural as it is igneous; but the facts do not sustain the theory. 1st. The upper beds and strata are more dislocated, distorted, and crushed than the lower beds, as plainly demonstrated by the plication of the strata on the apex of the leading anticlinals in the southern field. 2d. The measures are more plicated and crushed at the western extremity of this field, in the Dauphin or south prong, than at the eastern extremity: yet the coal of the latter is a dense, hard anthracite, while that of the former is a semi-bituminous. 3d. The heat must have been most intense during the early rtages of coal formation. In view of these facts, it has recently been contended that true anthracite is not a metamorphosis of bituminous coal, but as much a normal creation as the bituminous variety itself from a combination of its constituents under superior heat, however the original elements were produced.

"The faults and irregularities of the anthratcie beds and strata are the result of crust movements and the plication of the distorted and crushed rocks indicate contraction, both lateral and perpendicular, as the cause. The effects of a combined lateral and perpendicular movement are simply those which are evinced in the plication of the antheraite beds of the southern Pennsylvania fields, and their accompanying shales; but the crust movements have been slow and uniform, bending rather than breaking the strata, except in cases of sharp foliation of anti-clinals and synclinals.

"Where the folding has been most abrupt the strata are inverted, and the coal is crushed and partially destroyed. The coal beds thus distorted are always subject to faults of the peculiar character described in the New England and New River coal fields, as well as those of Pennsylvania. Such faults are more frequently met with in the upper than in the lower beds of the latter. The dislocations of American coal beds are rarely vertical, and never to any great extent, as in the English fields, where this form of fault is peculiar. The nearest approach to this in the former is a 'slip' which may slide one portion of a bed over the other, or remove it a few feet up or down. In the anthracite fields, however, faults are much more numerous than in the bituminous fields of England or the United States, but these are generally of the characteristic form peculiar to highly plicated strata before described. There are, however, other less frequent forms of fault, such as the occurrence of large areas of soft carbonaceous shale in place of the coal; long ribbon-like streaks of rock or slate in the

coal from the top of the bed, apparently to fill a crack in the same; or the interposition of rock and slate between the strata of a bed, diivding it so as to render valueless sometimes one or both divisions. The preceding are such as are strictly denominated faults in the Pennsylvania fields; but the ever varying dip of the strata, the change of strike incident thereto, and the general irregularities of both coal bed and accompanying strata would be denominated faults in the great bituminous fields of the United States or England.

"The use of anthracite as a common fuel is recent. It was long supposed to be an inferior kind of coal, and the creation of an earlier period than the true carboniferous; even now there are a few professional men who adhere to this exploded theory. The first attempts to use it as a fuel were as a substitute for wood or the free burning bituminous coals, where a draft of air through the mass is not absolutely necessary as in the case of anthracite. On account of this difficulty of ignition, and the prevailing ignorance in regard to the best means of using it, anthracite was slow to be appreciated. In 1813 it was considered inferior in Wales, and was but little used for any purpose; and although known and tested as a valuable fuel in the United States arsenal at Carlisle, Pa., in 1776, and by smiths on the Susquehanna generally even at an earlier date, it was only in 1812 that it was successfully used in Philadelphia, and there the mode of burning it was discovered by accident. The general trade only commences with a few tons in 1820. At first the increase of consumption was slow, but so soon as its use and advantages became generally understood it assumed the first place in the list of combustibles. For household purposes it is preferred not only on account of its cleanliness and the absence of smoke and the peculiar odor of bitumen, but also on account of its durability and long continued and uniform heat. For war steamers, where the conspicuous smoke of the bituminous coal is exceedingly objectionable during hostile movements, anthracite has been fully tested and found superior, not only because of the absence of smoke, but of its steam producing qualities, its duration at high temperatures, and its consequent maintenance of a steady uniform steam power. For the economical combustion of anthracite a strong draught rather than an abundant supply of air is required. In common use, however, where chimney draught is ordinarily employed, these two requirements are antagonistic, as far as economy is concerned. To obtain a draught strong enough to pass sufficient air through the coals, a high and hot chimney is required, which absorbs and carries off the largest proportion of caloric from furnaces as commonly constructed.

"The coal is rarely burned to carbonic acid by direct combustion in this manner, but rather to carbonic oxide, which is lost, and more than half of the fuel is thus wasted. The first or direct combustion, producing carbonic oxide, generates about 1300° C., while the carbonic oxide is capable of producing over 2100° C. of heat in addition; but when anthracite is burned to carbonic acid direct in properly constructed gas-burning furnaces, the temperature is increased to 2400° C. The volume of heat or total heating effect is, however, in favor of carbonic oxide as fuel, and it would be much more economical and generally useful to convert anthracite or bituminous coal to carbonic oxide before using it as a fuel. In the blast furnace, however, where anthracite is preëminent, the coal must be used in its solid condition; but here, in well constructed furnaces, the total effect of the coal is utilized. But it cannot be claimed that anthracite is a superior fuel for all purposes, because bituminous coal can be used in all cases, while anthracite in the present state of the arts for the production of illuminating gas, where a long hot flame is required, as in puddling furnaces, hydrogenous coal is more available; and for welding heats, where hollow fires are desirable, the latter class of coal is also used. But under proper combustion, anthracite, as the purest form of carbon available for fuel, will yield a higher temperature than any other kind of fuel.

"The earliest record of the use of anthracite for the production of iron is in 1826, when a small furnace built under the direction of Messrs. White and Hazard, of the Lehigh Coal Company, near Mauch Chunk, Pa., was tried with

anthracite and cold blast; but, though several pigs of anthracite iron were made, the furnace chilled and the attempt proved a failure. Several other experiments were made both on the Lehigh and the Schuylkill, which were successful in the production of anthracite iron, but failed of practical results. Attempts had been made prior to this time to use anthracite for the production of iron in the blast furnaces of Wales; but nothing definite is given in regard to the date of these experiments until after the introduction of the hot blast by Neilson in 1831, or its more general use in 1833. Mr. David Thomas then conceived the idea of using anthracite with hot blast, and induced his employer to try the experiment. A coke furnace was accordingly altered in 1836, and provided with a hot blast arrangement, and in February, 1837, anthracite iron was successfully made in Wales for the first time. In 1837, the Lehigh Coal and Navigation Company, attracted by the success of the Welsh furnace, sent one of their directors to Wales, who engaged Mr. Thomas to start a furnace on the Lehigh, which was successfully accomplished in June, 1839. The 'Pioneer Furnace' at Pottsville, built by William Lyman, of Boston, had been put in blast a few months previous, after the directions of Mr. Thomas. For this Mr. Lyman was awarded a premium of $5,000, which had been offered by Burd Patterson, of Pottsville, and Nicholas Biddle, of Philadelphia, for the profitable production of anthracite iron, and which was paid at a banquet given at Mt. Carbon early in 1840. Since then the Thomas and Crane iron works on the Lehigh have grown to mammoth establishments, and are now capable of producing 100,000 tons of pig iron per annum; and the total annual production of anthracite iron, has now (1873) reached 865,000 tons."

The northern coal field is naturally divided into two regions, the Lackawanna and the Wyoming, and these into several districts. The Lackawanna region includes the districts of the Lackawanna river, which empties into the Susquehanna at Pittston.

Each district in the coal region carries with it a local term by which it is designated—thus the Lackawanna, meaning the old or original district which was included in that term, meant at and around Carbondale, because around this centre the early developments of the Lackawanna region were made, and collieries clustered through the agency of the Delaware and Hudson Company's canal and railroad; the Scranton district is that farther down the river, which was brought to developement by the Delaware, Lackawanna, and Western railroad, in 1854; and the Pittston district still lower down, which was opened and worked by the Susquehanna Canal in 1843, and the Pennsylvania Coal Company's railroad in 1850.

The production of the Wyoming or northern coal field in 1871 was 6,481,171 tons. Of this amount 2,867,598 tons was sent from the Wyoming region, and 3,613,573 from the Lackawanna. There are now nine railroads and two canals employed in transporting coal from these regions.

The coal lands in the upper end of the Northern coal fields are mainly owned by large companies, prominent among which are the Pennsylvania Coal Co., Delaware, and Hudson Canal Co., Delaware, Lackawanna and Western Railroad Co., the Lackawanna Iron and Coal Co., and numerous others, which are combinations of individuals and capital.

The product of the three companies first named is sold as coming from the Lackawanna Coal region, although each company has a distinctive trade name for its coal, "Lackawanna" being that shipped by the Delaware and Hudson Canal Co., at Rondout, N. Y. The Pennsylvania Coal Co., ships to Newburgh, N. Y. under the name of "Pittston Coal," while the Delaware, Lackawanna and Western Railroad Company makes shipments under the name of "Scranton Coal" to Elizabethport and Hoboken, N. J., in New York Harbor.

The following material facts are taken from "*The Coal Trade*" by Frederick E. Saward, editor of the *Coal Trade Journal*:

"The first shipment made from this region was by the Delaware and Hudson Canal Co., 7,000 tons being sent in 1829.

In 1850 the Pennsylvania Coal Co. commenced and did a business of 111,014 tons in that year.

In 1854 the Delaware, Lackawanna and West-

ern Railroad Co. commenced and did a business of 133,965 tons in that year.

From their organization these companies have received:

	D. & H. C. Co.	P. C. Co.	D. L. & W.
1829	7,000	.....	.....
1830 to 1839	846,333	.....	.....
1840 to 1849	2,897,981	.....	.....
1850 to 1859	4,838,855	4,834,723	2,629,364
1860 to 1869	10,098,691	7,249,820	13,343,126
1870	2,039,722	3,086,008	2,348,097
1871	1,366,471	802,039	1,916,486
1872	2,930,767	1,213,478	1,507,483

The outlets to market from this region are as follows: The Pennsylvania Company's is sent by gravity railroad from Pittston to Hawley, thence by the Erie railroad to Newburgh.

The Delaware and Hudson Company's is carried from Carbondale, Archbald, and other places, by rail to Honesdale, thence by their Canal to Rondout, on the Hudson River.

The Delaware, Lackawanna and Western railroad coal goes to tide by their own railway from Scranton to Elizabethport and Hoboken.

The prices for these coals vary; the first two sell to contractors, who take a certain quantity at rates fixed before the first of each month. The Delaware, Lackawanna and Western Railroad Company sell at auction.

Owning their outlets to market, or having contracts with others, it is almost impossible to give a rate of transportation, but it has been stated to cost one and a half cents per ton per mile.

WYOMING OR WILKES-BARRE.

About the centre of the Northern coal field is the property of the Wilkes-Barre Coal and Iron Co.; there are also several individual mining concerns, and this part of the region is what is known more particularly as the Wyoming region.

The Wilkes-Barre Coal and Iron Co. are fast absorbing the properties in this part of the coal regions, and we give place to their business from 1870 to date.

1870	769,226
1871	950,754
1872	1,168,716

The coal from the Wilkes-Barre Coal and Iron Co., and the individuals of this region is carried by the Lehigh Valley Railroad and New Jersey Central Railroad to tide water at New York.

The transportation on coal from this region is forty per cent. of the average price obtained for coal at tide water.

The accidents in the Lackawanna and Wyoming regions in 1872 resulted in the death of 107 persons; and the injury of 306.

As showing the comparative production of the three coal fields, we append the following table:

Year.	Schuykill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,607,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,443,265	3,759,610	1,984,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,638	1,822,535
1866	4,633,487	3,736,676	2,128,867
1867	4,334,820	5,328,322	2,062,446
1868	4,414,356	5,990,813	2,507,582
1869	4,748,960	6,068,265	1,929,583
1870	3,720,403	7,599,902	3,040,303
1871	5,124,780	6,481,171	2,249,356
1872	5,107,451	9,191,171	3,610,674

To give a fair representation of the quantity shipped by the three leading companies, the following statistics of last year's trade will fully set forth the amount:

LACKAWANNA COAL TRADE.

Delaware, Lackawanna and Western Railroad.

Report of coal tonnage for the year ending Dec. 31, 1873.

	Year.
Shipped North	986,619 09
" South	2,149,737 07
Total	3,136,298 16
Same time in 1872	2,840,585 08

Delaware and Hudson Canal Company.

Report of coal mined for year ending Dec. 31, 1873.

	Year.
Forwarded North	2,582,176 01
" South	170,419 10
Total	2,752,595 11
Same time in 1872	2,930,767 04

The coal mined by the Delaware and Hudson Canal Co. to Dec. 31, was distributed as follows:

By Delaware and Hudson Canal	1,358,652
Railroad East	433,809
" West	574,464
" South	170,420
Total this year	2,537,345
To same period last year	2,725,105

Pennsylvania Coal Company.

Report of coal mined for the year ending Dec. 31, 1873.

Total	1,239,214 05
Same time 1872	1,213,478, 05

CHAPTER XXI.

THE PIONEERS OF THE COAL TRADE.

"Of man's miraculous mistakes, this bears
The palm, 'That men are about to live,'
Forever on the brink of being born:
All pay themselves the compliment to think
They one day shall not drivel, and their pride
On this reversion takes up ready praise;
At least their own; their future selves applaud."—*Young.*

Col. H. B. Wright, author of "Historical Sketches of Plymouth, Luzerne Co., Pa.," in the chapter on *Coal Trade* and *Coal Men*, gives the following as his version of the pioneer trade:

"In the fall of the year 1807, Abijah Smith purchased an ark of John P. Arndt, a merchant of Wilkes-Barre, which had been used for the transportation of plaster, for the price of $24 00. This ark he floated to Plymouth, and loaded with some fifty tons of anthracite coal, and late in the same season he landed it safely at Columbia, Lancaster County, Pa.

"This was probably the first cargo of anthracite coal that was ever offered for sale in this or any other country. The trade of 1807 was fifty tons; that of 1870, in round numbers, sixteen millions! It may be fairly estimated that the sale of 1880 will reach twenty-five millions.

"Abijah Smith, therefore, of Plymouth, was the pioneer in the coal business. Anthracite coal had been used before 1807, in this valley and elsewhere, in small quantities in furnaces, with an air blast; but the traffic in coal as an article of general use was commenced by Abijah Smith, of Plymouth. The important discovery of burning coal without an air blast was made by Hon. Jesse Fell, of Wilkes-Barre, one of the Judges of the Luzerne county courts, on the eleventh day of February, 1808, and less than six months after the departure of the first cargo from the Plymouth mines. This important discovery, which led to the use of coal for culinary and other domestic purposes, enabled Mr. Smith, in the year succeeding his first shipment to introduce it into the market. But even then, as is the case in most new discoveries, the public were slow in coming to the conclusion that it would answer the purpose of fuel. Time, however, has fully demonstrated its usefulness; and the rapid increase of its consumption, from fifty tons annually, to sixteen millions, in a period of little more than fifty years, is one of the wonders of the nineteenth century.

The statistical tables of the trade, which yearly appear in the public press, date the commencement in 1820. It is put down in that year at three hundred and sixty-five tons, as the shipment from the Lehigh region to market.

"In this there is error, for thirteen years previous to that time, as we have already stated, Mr. Smith had shipped coal from his Plymouth mine. But in fact the article had been put in the market long previous to 1820, by other persons than the Messrs. Smith.

"Charles Miner, Jacob Cist, John W. Robinson, and Stephen Tuttle, all of Wilkes-Barre, had leased the old Mauch Chunk mines, and in August, 1814, had sent an ark load of it down the Lehigh. Mr. George M. Hollenback sent two ark loads down the Susquehanna, taken from his Mill Creek mines, in 1813. The same year, Joseph Wright, of Plymouth, mined two ark loads of coal from the mines of his brother, the late Samuel G. Wright, of New Jersey, near Port Griffith, in Pittston. This was an old opening and coal had been mined there for the Smith's

forge as far back as 1775. The late Lord Butler, of Wilkes-Barre, had also shipped coal from his mines, more generally known of late years as the "Baltimore Mines," as early as 1814, and so had Crandal Wilcox, of Plains township.

"My object in making these references is to show that the coal trade actually began in 1807 and not in 1820, as is now generally believed.

"But while the persons I have named did not follow up the business, Abijah and John Smith, his brother, continued the business down to the period of their respective deaths; and their children continued in the trade long afterwards.

"Abijah Smith came to the Valley in 1806, and in that or the following year he purchased some seventy-five acres of coal-land, on the east side of Ransom's creek, for about five hundred dollars. In 1807 he commenced mining; and coal has been taken almost yearly from the opening he made down to the present period.

"In the year 1808 his brother John came to the Valley. He bought the coal designated in the deed from Wm. Curry, Jr., as "Potts of Coal," on the adjoining tract of one hundred and twenty acres, for the consideration of six hundred dollars. This mine was soon after opened, and workings have been uninterruptedly continued ever since.

* * * * * * *

"It is proper that we should examine into the details of the mode and manner of mining and transportation, as pursued by these early pioneers in the business. There are but few now engaged in the great trade who are aware of the troubles and sacrifices which attended it in its infancy. We will look at the child when in its swathing bands; it is now a giant, but fifty years ago it was in its infancy. The experiment which was perseveringly followed up, and beset on all sides by difficulties and hazards, resulted in a grand success.

"The annual trade at the commencement was hundreds of tons, has now become tens of millions of tons. The price of coal land of fi-e dollars an acre, in the days of the Smith purchase, is now a thousand per acre. What the future demand for the article may be—or the annual production—the future alone can determine, human foresight cannot; nor can it be said that the field is inexhaustible. There is a limit to it; and those who will occupy our places five hundred years hence, will say that our prophecy is not entirely fiction.

"In the early process of mining there was no powder used; this under the present system is the chief agency. It was all done with a pick and wedge. The miner did his labor by the day and received from fifty to seventy-five cents. The product of his day's labor was about a ton and a half; his time was from sunrise to sunset. The coal was transported from the mine to the place of shipment, in carts and wagons, and deposited upon the banks of the river, to be put in arks, in the time of the annual spring freshets of the Susquehanna.

"The process of mining with the pick and wedge was too slow and too expensive. Mr. Abijah Smith came to the conclusion that the ordinary powder blast might be made available in mining. He must have some one, however, who is accustomed to the quarries. There was no one here who understood the business.

"In the year 1818 he found he could get a man for the work. This man was John Flanigan of Milford, Connecticut. His occupation was quarrying stone with the powder blast. He wrote to Mr. Flanigan to come and make the experiment,—we say experiment, because it was contended that coal had not enough of strength and consistency to be properly mined with a blast. That the explosion would not reach far enough, and loosen and detach a sufficient quantity to make the blast economical in mining. In March of that year, Mr. Flanigan came on. The result of the experiment was a success. We may therefore chronicle the name of John Flanigan as the first man who ever bored a hole and applied the powder blast in the anthracite coal of Pennsylvania. An important era in the commencement of a trade that has become so immense in later years."

There appears to be many claimants to the honor of being the earliest in action in the coal beds, and some warmth of feeling has been manifested in relation to the subject. It is conclusive at any rate, to state that in the United States, the

knowledge and use of anthracite coal do not extend back beyond ninety-five years. The Indians at Wyoming, it is possible, had some knowledge of the nature of the coal deposits.

It is recorded that two chiefs from the Valley, in company with three others from the country of the Six Nations, visited England in 1710, and it is presumed they witnessed the burning of coal, then in general use in the cities of England, for domestic purposes. The appearance of anthracite had long been familar to their eyes, and it is nothing strange if the spectacle before them of coals burning, made a deep impression on their minds. They would naturally infer that this fuel was nearly allied to the black stones of their own country. The seven feet vein of coal had been cut through and exposed by the Nanticoke creek, and the nine feet view at Plymouth had been laid open to view by Ransom's creek. The Susquehanna had exposed the coal at Pittston, and the Lackawanna at several points along its banks. If the Indians at that day were ignorant of the practical use of coal, they were at least acquainted with its appearance, and not improbably with its inflammable nature. That the Indians had mines of some kind at Wyoming, the following account fully establishes:—

In 1776, a company of Nanticokes and Mohicans, six in number, who had formerly lived at Wyoming, visited Philadelphia, and in their talk with the governor, said: "As we came down from Chenango, we stopped at Wyoming, where we had a mine in two places, and we discovered that some white people had been at work in the mine, and had filled canoes with the ore, and we saw their tools with which they dug it out of the ground, where they made a hole at least forty feet long and five or six feet deep. It happened that formerly some white people did take, now and then,only a small bit and carry it away, but these people have been working at the mine and filled their canoes. We inform you that there is one John Anderson, a trader,now living at Wyoming, and we suspect he, or somebody by him, has robbed our mine. This man has a store of goods, and it may happen that when the Indians see their mine robbed they will come and take away his goods," &c.

Near the confluence of the Lackawanna with the Susquehanna, there is a vein of a useless silvery nature, but it is not presumed that the Indians referred to this. It is supposed that even if the whites had at different times carried away small quantities to test them, that having found it useless, they would not have returned to take away canoe loads, unless it could have been coal.

Stewart Pearce, in his "Annals of Luzerne," gives the following in relation to the early history of coal:

"In 1768,Charles Stewart surveyed the manor of Sunbury, on the west side of the Susquehanna opposite Wilkes-Barre, and on the original draft is noted 'stone coal,' as appearing in what is now called Rosshill. In 1769, the year following, Obadiah Gore and his brother came from Connecticut, with a body of settlers, and the same year used anthracite coal in his blacksmith-shop. We do not believe, as do some, that the Gores were the first whites who used anthracite on the Susquehanna for blacksmithing. Stone coal would not have been noted on the original draft of the manor of Sunbury, if it had not been known to be a useful article. Hence, when the first settlers came into our valley, the evidence inclines us to believe the knowledge of the use of anthracite coal was communicated to them by the Indians, or by some of their own race."

In 1776, two Durham boats were sent from below to Wyoming for coal, which was purchased from Mr. R. Geer, and mined from the opening afterward the property of Colonel George. M. Hollenback, above Mill Creek. From Harris's Ferry, now Harrisburg, the coal, "about twenty tons," was hauled on wagons to Carlisle, where it was used in the United States' Armory, recently erected there. This was done annually during the Revolutionary War.

Major George Grant, of Sullivan's army, writing from Wyoming, in 1779, says: "The land here is excellent and contains vast mines of coal, lead, and copper." Science and subsequent investigation prove that he was mistaken as to the lead and copper.

In 1791, Philip Ginther, while hunting, accidently discovered coal at what is now called Mauch Chunk, and communicated the fact to

Colonel Jacob Weiss, who purchased the land, and soon after carried specimens of the coal to Philadelphia in his saddle-bags.

"He exhibited them to several persons, who called them worthless black stones, and laughed at the colonel's folly. But Colonel Weiss was not discouraged. In 1792, he and others formed themselves into a company called the 'Lehigh Coal Mine Company,' the first of the kind in the United States. In 1803 the company succeeded in getting two ark-loads, about 30 tons to Philadelphia, but no purchaser could be found.

As a matter of experiment, the city authorities at length consented to take it. An attempt was made to burn it under the boilers of the steam engine at the water-works, but it only served *to put the fire out.* The remainder was then broken up and scattered over the sidewalks in place of gravel."

Up to this time the blacksmiths in the vicinity of the mines, wherever discovered, were using coal in their shops. But no one had as yet discovered the art of consuming anthracite for domestic purposes. To Jesse Fell, of Wilkes-Barre belongs the honor of having first utilized it for domestic purposes. Having been familar with "stone coal," as it was then called, for many years, he concluded that a good draft of air was alone necessary to make it burn freely. He accordingly constructed a grate of green hickory-saplings and, placing it in a large fire-place in his bar-room, filled it with broken coal. A quantity of dry wood was placed under the grate and set on fire, and the flames spreading through the coal it soon ignited, and before the wooden grate was consumed the success of the new experiment was fully demonstrated. A wrought iron grate was now constructed, and set with brick and mortar in his fire-place and was soon glowing with the burning stone coal. Judge Fell (for he had been one of the associate judges for many years) made the following memorandum at the time on one of the fly leaves of a book entitled, "The Free Mason's Monitor :"

"February 11th, of Masonry 5808. Made the experiment of burning the common stone coal of the valley, in a grate, in a common fire-place in my house, and find it will answer the purpose of fuel, making a clearer and better fire, at less expense, than burning wood in the common way.

JESSE FELL

February 11th, 1808.

The news of this experiment spread rapidly, and to convince themselves of the truth of the report the citizens from every quarter flocked to "Fell's Tavern" to witness for themselves the feasibility of appropriating the hitherto worthless stones to fuel purposes. The public house, in which this memorable experiment was made stood at the corner of Washington and Northampton streets, in the city of Wilkes-Barre.

It was shortly after this event that the Smiths, John and Abijah, noticed before by Hon. H. B. Wright as the pioneers of the coal trade, loaded two arks with coal and proceeded down the river to Columbia, where, finding no market they left the black stones behind them.

CHAPTER XXII.

COLLIERY—INCIDENTS IN AND AROUND COAL-MINES.

"Well, now I have all this and more,
I ask not to increase my store;
But here a greivance seems to lie,
All this is mine but till I die;
I can't but think 'twould sound more clever,
To me and to my heirs forever."—*Swift's "Competence."*

The term colliery as applied to coal-mining establishments, includes the mines, buildings and machinery employed, while the use of the word collier, as applied to the individual operator, is as common in the coal regions as the word—miner.

To the outside world, the province of a colliery is peculiar, and one which takes in a vast field for thought and investigation.

In the earlier eras of coal mining the complications were few about the working machinery of a coal mine, the greater portion of the labor being performed by human hands, and too often, the hardest portion of it was alloted to women.

In modern coal-mining, and especially in the anthracite regions, these establishments are of immense proportions, employing hundreds of hands, and a vast capital. It is only at a late day that the primitive process of digging coal and other minerals by simply removing the surfaee earth, and quarrying the coal on the outcrops of the beds, has been abandoned to make way for a more scientific method of reaching the hidden treasures of the earth. From the natural construction of the earth, the original process may, in some localities, be still retained; for instanee the old Summit mines of the Lehigh, where the great mammoth bed was uncovered to the extent of thirty acres, and produced 2,000,000 tons of coal up to 1847, when it was abandoned. A tree which had grown over this spot and extended its roots into the coal beds below, having been uprooted by the wind, revealed the coal to a hunter, who reported the discovery, and from this grew the famous Lehigh coal mines. This bed for some portion of its extension was seventy feet thick.

Under ground work and the establishment of collieries next followed, thus dispensing with the tedious and often unprofitable quarry method. The first attempt at excavations where the mines existed above water level, did not extend beyond the formations of small galleries in the solid coal, with arched tops, and without timber supports. The most noted of these in the Wyoming Valley were on the outcrops of the Mammoth, so familiarly known hereabouts as the "Old Baltimore Coal Openings." These excavations are so large as to admit of horses and wagons to drive in and turn in the rooms or galleries thus formed. Many such openings are visible in the city of Scranton, which have been abandoned years ago. These openings are usually seen along the beds of the brooks, and the hill-side ravines, thus showing that man attacked coal where it first showed itself, for in prospecting for coal, when the soil of a district is already known to be underlaid by the coal formation the geologists usually follow these paths, watching as well for particles of the coal itself as the black carbonaceous slate, which is one of the commonest associates of productive coal-seams. This examination, which requires close attention and a quick and critical eye, is best pursued when the streams are shrunken in summer, or when the ravines are entirely dry, as the *débris* from the outcrops of all the strata swept into the channel by the freshets of the winter and

and spring,may be then readily turned over by the pick and handled. Having once detected the *débris* of a coal-seam ,it is usually a simple matter to trace it to the parent bed; for unless this rises very high in the adjacent hills, a studious tracing of the loose fragments up the channels or ravines will presently, by a sudden cessation of any signs of coal, show him that he has passed their source. He will then make use of a pick, turning the soil and inspecting it very closely for indications of the "smut" of the seam—that is to say, for any stain imparted to the earth by very finely divided coaly matter.

Another mode of searching for coal is to commence at the stage just indicated; it dispenses,that is to say, with any preliminary inspection of the wash accumulated in the water-courses, and aims at detecting the smut of the coal-seam immediately by systematic digging in the supposed vicinity of the coal-bed. This method implies a knowledge of the topographical indications of coal, and nice judgment in availing one's self of the conditions of the ground to test the presence of the looked-for bed with the least expenditure of time and labor. The topographical features which indicate the presence of beds of coal in a group of coal-measures are obvious enough to an eye once familiarized to them. They are merely indentations or benches in the sides of the hills, more or less conspicuous in obedience to certain geological conditions easily understood.

Having discovered by external signs the probable presence of a seam of coal which it is desirable to open or prove, the next process is to reach it by digging, and establish its thickness,and the direction of its clip with the least amount of excavation practicable. Not a few serious mistakes, and some flagrant frauds, in developing virgin coal-fields, have arisen from a too superficial knowledge of the geological formation, and the methods of detection of veins and their courses.

Another method of searching for coal is by boring. This is usually resorted to either where coal is suspected to underlie the soil at easily accessible depths, or where it is desirable to ascertain the precise depth of a bed or beds already known to be present. Where a known coal lies deep, and where it is important to ascertain its depth, and perhaps its thickness, prior to sinking a permanent pit or mine-shaft to it, boring is performed in an elaborate manner very much upon the plan of perforating an artesian well. Great improvements are being constantly contributed to the machinery of the coal regions, which renders this labor less laborious than formerly.

In opening or proving coal-seams preliminary to mining, it is necessary then to determine the thickness and quality of the coal as well as the direction and condition of its clip within the strata. These satisfactorily attested by experiment, the next step is the erection of a colliery. If the coal field is characterised by an approximately horizontal stratification, then the plan of mining is to enter the coal-seam by a main gangway or nearly horizontal gallery, so placed and laid out as to drain as large a tract of the contemplated mine as possible. If the coal-seam is situated above the beds of the adjacent valleys, it is penetrated of course, from a point or points in the sides of the hills, and a thick wall or pillar of the coal is left between the gangway and the actual outcrop to sustain the pressure of the superincumbent strata. After the main entry has been carried in a convenient length, other side-galleries or gangways are excavated, branching from it either at right angles, or in directions best adapted to command an easy drainage and internal transportation of the hewn coal. From these lateral alleys, short rooms or stalls are excavated, leaving massive columns of the coal standing to support the roof. Where the strata are much undulated, and where, for the most part, they are inclined at considerable angles, the plan of entering and mining the coal is somewhat different, being modified to suit the circumstances.

The simplest of the conditions under which coal is excavated is where it lies accessible to open quarrying,as has been before intimated; or as it is sometimes spoken of in mining phrase—*open cut*. This method is resorted to only when the coal-bed is of such thickness, or has been so effectually protected from deterioration by a covering of easily-removable rock, as to possess a marketable value. Of course it is seldom worth while to strip and quarry a thinnish seam of coal

since the coal itself will be found rotten by the elements throughout too great a portion of its thickness, and even where sufficiently sound will not yield enough to a given area to repay the cost of uncovering it.

Another extemporaneous process of mining is resorted to where the coal seam is approximately horizontal, and outcrops on both sides of a comparatively narrow hill. The field of coal is then entered from some ravine near the most depressed part of the outcrop, and the coal is mined out in the direction of the rise of the strata, by leaving huge columns of the solid coal to sustain the weight of the hill above. Where the seam is thick, the subterranean quarrying proceeds by benching, or cutting the coal in steps. The most notable of this class may be seen in the old Baltimore Coal Company's openings, before alluded to, about one mile S. E. of Wilkes-Barre.

Mining *by drift*, is a common method, hitherto practiced in the anthracite basins of this State, the process of which has been to select a locality where a coal seam rises to a remunerative height above some convenient water-level, or the bed of a contiguous valley or ravine intersecting it. The seam is in this case accessible edgewise or endwise from the ravine, and after the surface matter is removed, it is entered by a *drift* or gangway, which is carried in horizontally with just a sufficiently gentle rate of ascent to drain out the water to the external valley.

After this mine "level," as it is called, has been extended sufficiently far, lateral alleys or shutes are cut at a convenient angle, usually at right angles to it, ascending toward the outcrop, and rooms or small chambers are hewn out of the coal at regular intervals along these alleys, pillars of the firm coal being left between these chambers, and also between them and the shutes, except where this communicates with the rooms. Thus each shute is protected by a wall of solid coal, only here and there perforated. Certain of these shutes are extended up to the outcrop as early as practicable, for the purpose of ventilating the workings, the air in which tends to become very foul where the dip is steep, and the "breast," or slant length of the coal-bed is tall. The coal is shovelled by the miners from the lateral chambers into the sloping shutes, and is drawn out of these from an inclined bin by gates or trap-doors, which deliver it into the coal cars placed opposite them on a railroad which occupies the floor of the main horizontal gangway.

Another mode of carrying on the excavation of the coal in the interior of the mine, is, to take it out in broad rooms, still called shutes, extending from the level or gangway up the breast of the coal to within a suitable distance of the next higher level, or of the outcrop, leaving longitudinal pillars or walls of the solid coal strong enough to support the pressure of the superincumbent mass. These pillars are generally from four to eight yards wide, and the long rooms or shutes between them are commonly from ten to fourteen yards broad. Just at the gangway the pillars are generally left as broad as possible, the better to insure resistance to pressure, and for the purpose of more easily closing the outlet of the shute, and providing it with a gate for the delivery of the coal into the cars below. In some cases, especially where the dip is steep, a narrow shute, called a "man-way," is first cut, ascending the breast, and cross-ways are excavated from this to give the miners an opportunity to cut or blast away the coal from the breast above them. These lateral excavations, enlarging and meeting, form the shutes into which all the coal is collected. When the process is completed, the only coal left standing to support the roof is on a series of pillars or columns perforated by the man-way.

Still another and very common mode of reaching the coal, particular in the steeper-dipping beds of the anthracite basins, is by *tunnels*, cut across the strata, the slates, sandstones, &c., which separate the seams of coal. These tunnels are often resorted to, to get admission to portions of coal-seams endwise from intersecting ravines. The best level at which the tunnel should be made often requires a nice calculation between the cost involved in lengthening it, by planting it too low, and the sacrifice of losing available coal, by making it shorter and setting it too high Where the coal-seams occur at comparatively short intervals in the strata, and where their dip is steep, a tunnel of the length of a few hundred

feet will be sufficient to indicate the resources which lie hidden ahead.

In addition to these methods of development, a singular feature of the colliery establishments is the immense and costly structures known as *Breakers.* These are generally masses of heavy frame-work of great elevation and strength, and are used for the fourfold purpose of breaking, selecting, separating, and storing the prepared coal. Looking from any eminence on either of the mountain ranges which border the valleys these immense structures can be footed up by scores. The first thing which encounters the eye of the traveler as he whirls into the coal region is the huge black coal breaker. Here the coal is dumped into a wide schute provided with bars or flat screens and platforms. The coal is separated by passing over the screens and selected by the immense little armies of slate-pickers, or "cracker-boys," who, by continued practice can detect the worthless the moment it shows itself in the moving mass.

The purest or best lump of large coal is thrown into a bin, provided for the purpose, while the second size, or steamboat coal, passes into the second bin; and the remainder, excepting the dirt and slate or impurities is put through the breaking rolls, which consist of from two to four heavy iron rollers provided with steel or chilled cast-iron teeth. In passing through these, the coal is broken into small pieces, and descends into a system of large circular screens which are constantly revolving, and which separate the coal into sizes known as pea, chestnut, stove, egg, and broken coal; and sometimes a larger size used for large ranges or heaters in hotels, puddling furnaces, &c. The sizes above this are steamboat and lump, which last is the largest, and generally used for blast furnaces, though the steamboat is often mixed with the lump for this purpose. Formerly this preparation was exceedingly wasteful, owing to the imperfect breaking machinery, and a careless habit of crowding the whole mass, both large and small coal, through the breaking rolls without regularity or order. Mr. Daddow estimates that "20 to 25 per cent. of the coal was thus lost. To these defects must also be added that both pea coal and chestnut were wasted in 'dirt banks' during the early days of the anthracite trade." "Culm dumps" have become so extensive as to mar the beauty of the landscape of the Wyoming and Lackawanna valleys, and in many cases they have encroached upon the borders of many a pleasant home.

Mining as a life-long occupation might excite some surprise that so many people will be found to brave its dangers, but the enemy being invisible and familiarity with mining are different things, and these dangers are the most readily overlooked. The work being enormous, is simple and requires but little skill in coal cutting, and in well-managed collieries the men seldom complain.

CHAPTER XXIII.

LACKAWANNA IRON AND COAL COMPANY.

"Great Nature spoke; observant man obey'd:
Cities were built, societies were made;
Here rose one little state; another near
Grew by like means, and joined through love or fear."

—POPE'S ESSAY ON MAN.

Every city carries with its local annals certain historical incidents which are forever inseparable in the common onward train of events, and no public centre in this Commonwealth furnishes a more convincing illustration than the present city of Scranton; the rise, development, and progress of which is nearly wholly attributable to the combined energies of a single association of individuals, in the early days of its history, which has grown into the magnitude of a mammoth corporation denominated and extensively known as the Lackawanna Iron and Coal Company.

Not that the entire population are in any way knit in relative ties of any description, but that the inhabitants of the city never could have made an aggregate so famous had it not been for the common influence which this association of individuals has infused into the history of this remarkable city, now the third in the Keystone State.

The first historic incident on record which brings this corporation to its inception in connection with the Lackawanna Valley dates 1840. The region of Capouse, noticed in the earlier pages of this work, upon which is now located a part of the city, claims the prior attention of a name. The termination of difficulties and the subsequent settlement of the adventurous whites brought the region named into a business relation with the scattered hamlets over the broad forests, but primitive life, and that devoted to agriculture was not calculated to make extraordinary progress.

In the year 1788, Philip Abbott, who had fled to his home in Windham, Conn, during the troubles in Wyoming, and who subsequently returned to the Lackawanna Valley in 1786, erected a log house and a small corn or grist mill on the edge of Roaring Brook, near where the present flour mill stands. In October of the same year, a James Abbott became interested in the property, and in April 1789, Reuben Taylor became a partner. In the spring of 1790, John Howe purchased the entire interest.

Two log houses had now been built, and the place was designated the "Holler," afterward Slocum's Hollow, after Ebenezer and Joseph Slocum, two brothers of the captive girl Frances, described in an anterior chapter. These pioneers had purchased the interest of John Howe. In the fall of 1805, Ebenezer built the old red house now standing on the edge of Roaring Brook, known throughout the valley as the *Squire Slocum House*. Previous to the erection, however, of this fine aristocratic mansion, in the year 1799, they had built near them a saw.mill, and in the year 1800, after consultation with the famous Dr. Wm. Hooker Smith, who had faith in iron, a forge was constructed, which depended solely upon charcoal for heating, for the day of anthracite was not yet.

The ore, such as was found, was placed in stone furnaces where it was mixed with the proper quantity of charcoal, then melted and separated from the slag. By heating again and being hammered into balls, it was made into a fair iron,

said to be very strong, and worked into any desired shape by their simple trip hammer. The profits it may be seen were decidedly meagre, and in 1828, after a period of twenty-eight years hard work, the first enterprise of the valley in iron ceased.

The Slocums still had as a means of subsistence for these many years of labor, a saw-mill, two distilleries, and their grist-mill. They had also added to their fortunes some 1,700 acres, nearly all coal lands situated in the vicinity of Capouse. The year in which the forge stopped, thus dampening the hopes of the young settlement, another historic event seemed to transpire which arrested the attention of all the residents from the "Holler" all around to the mountains. The North Branch Canal was commenced at Pittston, and here was an opportunity to redeem Slocum Hollow, and perhaps awaken the fires in more than one forge, by merely extending the canal up the Lackawanna as far as the Slocums.

Meetings were held, and men are living today in Scranton who gave a lifting hand to raise the wind in its favor, but it failed to succeed. Surely the Hollow looked as though it was doomed, but it remained an object of endearment to more than one; even Ebenezer Slocum had always prophesied that the Hollow would be a great city some day, and he longed to have only the privilege of seeing it fifty years after he had lain in his grave. But the guardian angel of his tomb has not been unkind to him, and his cherished home has fulfilled for him the grand and final consummation of his long dwelt on visions. If the expectations of the hardy veterans of the forest had been chilled on the canal question, they still had in their minds an idea of a railroad, which was swifter and more adapted to their temperaments. It was but the budding of something to come, and was called the "Drinker Railroad," and while it never came in the manner and shape originally looked for, still it carried along with its excitement a man by the name of William Henry, who never tired studying over it, and planning its route out somewhere through "Drinker's Beach."

It was this continual traveling and surveying over a proposed route that taught William Henry that the region contained, under its surface, oceans of iron ore, and it needed but strong hearts to get it out.

A meeting of the friends of this road was held in Easton, 1836, which Mr. Henry attended, lasting three days. His mind was full of the riches of his famed locality, and in his enthusiasm he related to the gentlemen present the boundless resources of the country described, and then upon his own confident assertion verified the dream of old Ebenezer Slocum, that if an iron interest was awakened and once developed in the Lackawanna Valley, a large town would be built, as well as the road. He proposed to erect a blast furnace somewhere on the route above Pittston, and was sanguine of its ultimate success. The boldness of the scheme staggered them, all but one, whose name has hitherto received little mention by local writers, but who deserved his share of the glory. Edward Armstrong, the person referred to, was a gentleman of considerable wealth, who resided on the Hudson river, and whose financial transactions occasionally called him to this locality. He offered himself to Mr. Henry as a partner, leaving the choice of location of the furnace to Mr. Henry's enlarged views, also allowing plenary discretion in the purchase of land after a survey. Mr. Henry proceeded promptly on his mission, and traveled during the summer of 1839, examining various places along the route, and on the very spot which would have gratified the spirit of Ebenezer Slocum, he chose the site for the furnace. Then it was that Col. H. B. Wright and Chester Butler, Esq., two of the leading politicians or the day, announced their readiness to have the canal run up the Lackawanna to where Roaring Brook intersects it, for here was the site selected. Limestone for the works, as they expressed it, could be abundantly shipped. In January, 1840, Mr. Armstrong learned of the final result, and in March, a co-partnership was formed, which purchased 503 acres, and contemplated the erection of three or more blast furnaces. Some three months after Henry paid $8,000, equal to about $16 per acre, a price which astounded many in those days. The pur-

chase money being, or to be paid by Armstrong, the deed was required to be set out in his own name. In thirty days from the time of his first payment the bold and generous Armstrong was laid in his grave, and Mr. Henry left at the mercy of the administrator. The indomitable hero left at once for New Jersey, to interview parties who had hitherto wished to embark in an enterprise of this character.

At Oxford Furnace, N. J., he met his son-in-law, Mr. Selden T. Scranton, to whom he laid bare the original plan, and its threatened termination by the death of Mr. Armstrong. He beseeched him to come forward, and use his influence upon others to do the same, and assume the position so recently occupied by his partner. That was the year of the famous Harrison campaign, "Tippecanoe and Tyler too," "Coon-skins," "Log-cabins," and "Hard-cider," and an enthusiastic meeting was being held at Stanhope, to which Selden T. repaired, where he met his brother Geo. W. and unfolded the scheme. It was determined to accompany Mr. Henry at once to the Lackawanna Valley, and at their outset they met and persuaded Mr. Sandford Grant, of Belvidere, to follow them in the exploration, and the morning of August 17th, 1840, saw the party fairly under way, and that morning commenced an epoch in the history of Pennsylvania, which is not ended yet in its lasting influence. The journey occupied two days, coming by way of the Drinker Turnpike, over the barren wastes of the Pocono, and the destination reached, the horses were hitched to a tree, where now stands the residence of the late James Archbald, and just above where the furnace was afterward located. On both banks of the Roaring Brook they discovered in plain sight abundant quantities of ball or kidney ore, lying between two veins of coal.

Roaring Brook and Hyde Park were explored, as well as the surrounding country, and as dreary and bleak as the scenery may have appeared to them, their faith was unshaken. The following day August 20th, 1840, titles were executed and Mr. Armstrong's place filled. The Hollow at this date contained five dwelling-houses, one school house, one cooper shop, one saw mill, and one grist mill. They returned by way of Wilkes-Barre, and discussed the plan of operation. The firm as it now stood was composed of the following persons, viz.: G. W. and S. T. Scranton, S. Grant, and W. Henry. It was thought judicious to make the organization more powerful, consequently Mr. P. H. Mattes was made acquainted with the purchase, and the firm was then announced as Scrantons, Grant & Co. with a capital of $20,000.

The energy of those days was not a whit behind that of the present time, for considering the habits, hard, long and tedious modes of conveyances, this new company must have entered upon their mission with a will, as the records show that the first day's work was done September 12, 1840, by Simon Ward, less than a month from the day when they started from their homes in New Jersey. September 20th the foundation of the furnace was commenced.

The great interest which Mr. Henry manifested in Harrison's election caused him to attempt to have the name of Slocum Hollow changed to that of Harrison. It failed permanently, and finally adopted that of Scrantonia, next Scranton, which it is sure to keep while time lasts. Work kept up brisk on the furnace during the winter, and a small store-house, office, and dwelling, all under one roof were erected. This building which was long known as Snyder's, and later as Kressler's Hotel, was finally demolished to make way for extended improvements in iron operations. The spring of 1841, brought to the embryo city the family of Mr. Grant, and the store of the company was conducted by Mr. Sandford Grant. Mr. Charles F. Mattes, son of the P. H. Mattes beforementioned, moved here also in April of the same year.

At about this date, a body of iron ore was discovered on the southern slope of the Moosic Mountain, about three miles from the furnace which was purchased, and in order to secure it to the furnace, about four thousand acres had to be purchased. This with the heavy outlay in the furnace and works drew heavy on the young

company, and subjected them to considerable embarrassment.

In the fall of that year, just one year from the inception of the company, Colonel G. W. Scranton became a resident of the place, and entered at once heartily into the plans of Mr. Henry, just as the furnace was to be put into practical operation. The first attempt to start it was made in September 1841, by Mr. Templin, but the stack was new and wet, so the experiment failed. Mr. Clark, of Stanhope, N. J., made the next attempt, and this too was a disappointment.

The reader may wish to be made acquainted with the fact that iron was first made with anthracite in 1837, and then with but partial success, and here in 1841, it was being attempted by a new company with the above given results. The next effort after altering the machinery and placing in new heating ovens was made with approved success by Mr. John Davis, a Welshman, in December, 1841. The blast commenced January 18th, 1842, and ended February 26th, having made 75 tons in thsi attempt.

The well meant efforts of the company had not been without its sneers, and more than once the affair was pronounced a *Jersey humbug*. The apparent success of Davis, altered the music of the grumblers, and joy was promised to Lackawanna Valley.

Still another difficulty presented itself. To instance: Suppose the company was doing all that could have been manufactured extensively, and the demand was plenty, which was far from being the case—then how could the manufactured product find an outlet to market. There were but two, one by the way of the Delaware and Hudson Canal Co. thence to Honesdale and on; while the other was to the North Branch Canal at Pittston, which could float it down to Havre-de-Grace, and both were dreary enough in prospect. Wagon transportation was necessary in either case, which compelled a travel of fifteen miles to Carbondale, and seven to Pittston. A great financial embarrassment was threatening at that time, too, to engulf the manufacturing interests of the country. It was under these distressing circumstances that the first year's product was shipped via Havre-de-Grace to New York and Boston, and at a time, too, when iron was falling rapidly in price. In this strait new characters appeared on the scene, the brothers E. C. and Joseph H. Scranton, then of Augusta, Ga., who were to the weak concern as angels of mercy, by advancing funds to help sustain the project.

Still the enterprise was a losing one, and it did not take a keen foresight to conclude that it would always remain so, if pig-iron alone was to be manufactured. The credit of the company in consequence commenced failing again, and their paper, it is said could hardly be sold at forty per cent. discount. To meet this emergency, the next aid-de-camp to send out into the world was Mr. Selden T. Scranton, who hastened to New York, where, by his characteristic deportment he succeeded in obtaining from the very first man he called upon, Mr. John H. Howland, the sum of $20,000, and by his son John who subsequently became a partner therein, additional capital.

The next scheme was to manufacture the iron into bars and nails, thus giving it increased value with twenty-five per cent. less tonnage to transport to market.

In 1843, the first rolling mill and nail factory were commenced, and in February, 1844, the mill, were completed, and both working to their full capacity a few months afterward. In March, 1844, Mr. S. T. Scranton, who had not removed his home from Oxford Furnace, New Jersey, took up his abode at the new Lackawanna Iron Works, while his brother George exchanged places and returned to New Jersey. The mercantile business of the company for the next two years was conducted by Mr. Sandford Grant. In the year 1847, the company commenced making the T rail, and this event brings the aspect of palmier days for the adventurers. The New York and Erie Railroad was at this time halted at Middletown, where many difficulties surrounded them, and English rails were being laid which were costing the railroad $80 per ton. The Scranton Company thought they could see here an opportunity, which if seized upon, would reap for them fame as well as wealth. In September, 1845, Mr. Joseph H. Scranton, purchased the

entire interest of Mr. Grant, and the following year Mr. J. C. Platt entered as a partner, assuming the duties made vacant by the withdrawal of Mr. Grant. It was now 1846, and Col. Geo. W. Scranton had returned to reside. It was an eventful year in the history of the company, and one which told in its effects throughout all Northern Pennsylvania. The company had entered into negotiations with the struggling Erie Railroad Company by which they were to furnish 12,000 tons of iron rail, to weigh fifty-six pounds to the yard; to be made and delivered at the mouth of the Lackawaxen, in Pike county, during the years 1847-8, at $70 and $80 per ton.

This vast undertaking required new machinery and additional outlay, but the never failing energies of the company were equal to the oppressive call. Several wealthy gentlemen, warm friends of the Erie road, loaned to the Messrs. Scranton, on their personal security alone, $100,000 to enable them to carry out the contract. Mr. Joseph H. Scranton took up his abode here permanently in 1847.

The company had organized under the general partnership law, Nov. 16, 1846, Messrs. Joseph H. Scranton, George W. Scranton, Selden T. Scranton and J. C. Platt being the general partners of the firm of Scrantons & Platt, while some wealthy gentlemen of New York were special ones. This added of course to the already replenished funds of the company, and right heartily did the money push its way out into the hands of labor.

One item—two large blast furnaces were put in course of construction, in 1848, as well as a railroad to their ore mines on the mountain, four miles in length. The manufacture of nails in the meantime had ceased, to make way for the greater industries. The whole country was busy and ablaze with the stupendous effort.

Mr. Loder, President of the Erie road at this time, afterwards stated in a public speech at the opening of the Northern Division of the Delaware, Lackawanna & Western Railroad, that had it not been for the contract, and its prompt fulfilment, the road could not have been opened at the time specified, to Binghamton, as the Erie railroad must have failed or suspended. To the Scranton Company it was everything, for it was the very opportunity to save themselves as well as the Erie road.

The bringing of the large iron machinery from a distance, carted by mules for sixty or seventy miles over mountains and through forests, many times eight mules to the team, was indeed no pleasant business matter to contemplate.

The mills were completed, and railroad iron was fast being put in readiness for delivery. The first fifteen hundred tons of railroad iron that was made on the 12,000 contract was delivered as per agreement at the mouth of the Lackawaxen, whence it was taken by canal to Port Jervis, and laid on the road between that place and Otisville.

After that portion of the road was finished, the company having been so long delayed by injunctions and other inconveniences, new arrangements were consummated by which the rails were delivered by teams, seven thousand tons in amount, to Big Eddy, (Narrowsburg,) Cochecton, Equinunk, Stockport, Summit, and Lanesboro, an average distance of about fifty miles, thus enabling the company to lay the track at all points along the Delaware Division as fast as the grading was ready, and upon the road for one hundred and thirty miles at once, *four days ahead of the time appointed*, to save the $3,000,000 donated by the State of New York, on condition that the road should be built on time. It is difficult at the present day to impress upon the reader the disadvantages which would beset such an undertaking through the forests of Northeastern Pennsylvania.

A glance at the magnitude of the works of this corporation will well repay the tourist. The sizes of their blast furnaces may be inferred from the diameter of the *boshes*, which are respectively 17, two of 18 each, 20 and 23 feet, with a height of fifty to sixty-five feet. Into these furnaces air is forced by four double-acting lever-beam engines. The steam cylinders are fifty-four inches in diameter, and ten feet stroke, the blowing cylinders are ninety inches in diameter with same stroke. The air is forced by this apparatus into the furnaces un-

der a pressure of five to seven pounds to the square inch, according to necessity. The six huge fly-wheels which regulate the movements of this enormous apparatus weigh some one hundred and fifty tons. Some 65,000 tons of pig metal can now be produced each year. The principal product of the mills is railroad bars, of which 120,000 tons a year are manufactured, besides some 3,000 tons of merchant iron. Of the 120,000, 113,000 is pig iron, and 43,000 will be steel, after the latter mills are in operation. The company has 113 puddling furnaces, and 43 heating furnaces.

There is also connected with the corporation a steam saw mill, grist mill, foundry, machine shop, carpenter shop, car and wheelright shop, and brick yard, all used in the prosecution of their business. The Lackawanna Iron & Coal Company was incorporated June 10, 1853.

There still, remains a brighter day for this vast industry for at present its utmost energies are being put forth in the matter of constructing Steel Works, which will again have a tendency to revolutionize the history of the city, of which this institution is the veritable parent. One important historic fact remains to be told of the energies of the early founders. This company has the credit of putting up the first stationary steam engine between Carbondale and Wilkes-Barre. It was set up in July, 1847, and where is the statistican that can number them now?

As the Steel Works of this company, when completed, are destined to play an important part in the future history of the industries of Scranton, a brief sketch of its machinery, capacity, and mode of operation will doubtless be of interest to the outside world.

The foundations for this important establishment were commenced in the vicinity of the company's rolling mills, on Washington avenue, on the 16th of June, 1874, and the work is yet being carried on under the supervision of W. W. Manness, Esq.

The capacity of the works will be extensive, consisting of a cupola room, forty-four feet span, seventy-one feet long, and forty-nine feet high to eaves; a converting room eighty-four feet span, one hundred and twenty-four feet long, and thirty-one feet high; an engine room, fifty-four feet span, seventy-seven feet long, and sixteen feet high; a boiler room forty-six feet span, seventy-three feet long, and sixteen feet high to eaves. All these building will be arranged so as to form a rectangle of 124x202 feet.

In the cupola room will be located four cupolas of seven-and-a-half feet in diameter, four feet in depth of tuyeres, and fifteen feet high to charging doors, each capable of smelting five tons in thirty minutes. Also two six ton ladles, mounted on scales for receiving the molten pig iron from the cupolas and in which it will be weighed before converted into steel; also two reverbatory furnaces for melting the franklinite, the office of which is to impart to the converted product its requisite hardness as well as to remove impurities. In each end of the cupola room will be a hoisting tower furnished with a hydraulic elevator of six tons capacity, and fifty feet travel. The two five ton converters, (or egg shaped vessels), will be located in the converting room, of eight feet external diameter and fifteen feet high. These will be lined with refractory material ten inches thick at the bottom of the vessel, and will be provided with stout trunions eighteen inches in diameter, and with hydraulic gear for rotating, mounted on iron frames and columns. The centre of the converters will be ten feet nine inches above general level. These are, by means of the hydraulic rotating gear, first put in a nearly horizontal position, for receiving the molten pig iron; next in an upright position while the iron is being converted, and lastly in a reverted position, while discharging the yet hissing steel. Immediately in front of the converters will be situated the casting pit, which will be thirty-eight feet in diameter, and two-and-a-half feet deep, and commanded by a central hydraulic ladle-crane of twelve tons capacity. At its extreme end is mounted a ladle which receives the steel from the converters. This ladle-crane will then be swung over the several ingot-moulds in rotation, when the liquid metal will be tapped from the bottom of the casting-ladle, to avoid the slag becoming mixed with the steel. The steel ingot will then

be allowed to solidify, after which it will be weighed and stamped with the number of the charge, and its degree of hardness, and is then ready for blooming and rolling into rails. The size of the ingot depends on the weight of the rail to be produced. It will average twelve inches square and forty-five inches long, and for two thirty-foot rails sixty-five pounds per yard.

In the converting-room, four more hydraulic cranes will be located about the casting pit, and the converters, for manipulating the ingots, moulds, ladles, and other accessories. The lining at the bottom of the converters suffer most, of course, during the conversion, and to provide for this unequal wear there will be twelve reserve bottoms, by means of which the process may go on uninterruptedly. Thirty heats of five tons each, or about 150 tons can be turned out every twenty-four hours. These bottoms are prepared in the establishment, being first rammed up with refractory material in a semi-plastic state, and then exposed to a slow and steady heat in large ovens, of which there will be five, each eight feet wide, eight feet high, and sixteen feet long in clear, and all opening in the converting room.

All the hydraulic machiney will be actuated by a hydraulic duplex force pump, having two steam cylinders twenty-inches in diameter, two water cylinders of nine inches in diameter, and twenty-four inch stroke. A somewhat smaller pump will be provided also in case of accident. The water will be forced from these pumps under a pressure of 300 pounds per square inch into a system of pipes which will communicate with the various hydraulic motors throughout the works. First, however, it will pass through a regulating apparatus, where each pipe will be provided with a balance-valve, a slight motion of which regulates or arrests the powerful current, which, when liberated, will be capable of raising twelve tons with a speed of one foot per second. These pumps will be located in the engine-room, where will also be two independent horizontal and condensing blowing engines, fifty inches in diameter, and a blowing cylinder fifty-four inches in diameter and five feet stroke. These engines will furnish the blast requisite for the conversion, to the converters at the rate of 9,500 cubic feet per minute, and under a pressure of twenty pounds per square inch. The boiler-house will be occupied by a battery of six boilers of the locomotive type. Each boiler will have 33 square feet grate surface, 1,504 square feet heating surface, and 112 tubes sixteen feet long and three inches in diameter.

The steam engines were built at the Dickson Manufacturing Establishment, and it is needless to say that the enviable reputation for excellent workmanship which this company has attained will not suffer in this instance. All other machinery, such as hydraulic cranes, converters, cupolas, ladles, boilers, etc., is being built at the company's shops. The designs in all their intricate details were commenced in August, 1873, by Mr. A. L. Rothman, an engineer of long experience, and who has charge of the steel works. He has lately conducted the construction of works of a similar character in Joliet, Illinois. Mr. Rothman has devoted ten years exclusively to the development of this industry, and we may, therefore, expect that the erection and fitting up of the new steel mills of the Lackawanna Iron and Coal Company will be a complete success.

COL. GEORGE W. SCRANTON.

CHAPTER XXIV.

COL. GEORGE W. SCRANTON.

"With aspect open shall erect his head,
And round the orb in lasting notes be read,—
Statesman, yet friend to truth! of soul sincere,
In action faithful, and in honor clear;
Who broke no promise, served no private end
Who gained no title, and who lost no friend."

—POPE TO ADDISON.

In the chapter detailing the early history of the Lackawanna Iron & Coal Company, appears the name of Col. George W. Scranton. This work would be incomplete without a more extended notice of him and his achievements, for he was the first Scranton resident in the Lackawanna Valley, the originator of the vast industries that are the corner-stones of the mighty municipal superstructure, the City of Scranton, which bears his name, and its most devoted benefactor until the day of his death.

Col. Scranton was a lineal descendant of John Scranton, who came to this country from England, in 1638, settling in Connecticut with the New Haven Colony. A hardy, self-reliant race, public spirited and intelligent, we find frequent and favorable mention of the Scranton family in the Colonial Records. In the French and Revolutionary wars, they figured honorably, both as officers and enlisted men. In civil life, the name wherever it has been known is a synonym for industry, perseverance and integrity in the highest planes of the busy world.

Our subject was born at Madison, Conn., May 10, 1811. His early life exhibited in a marked degree the characteristics which ever distinguished him; energy, promptitude, a conscientious discharge of every known duty, and a remarkable purity of purpose. Carefully nurtured and trained by his faithful mother, who, having herself descended from one of the most cultivated families of Connecticut, was ambitious for her child, and early recognizing the signs of promise in her son, did much to mould that character, the full perfection of which would have afforded her unspeakable joy to witness had her life been spared. She died in 1845, at the period when young Scranton was battling in the wilderness along the Roaring Brook, in his untiring efforts to develop the latent wealth of that region.

His early education was such as was given to boys who in those days were expected to carve their own destinies, but in addition to the usual winter schooling, he studied two years at Lee's Academy, then a noted school, under the superintendence of Major Robinson. Before the completion of his course, his uncle, Chapman Warner, offered him a situation in New Jersey, which was accepted, arriving at Belvidere in 1828. Here he entered on a course of arduous labor that not only tried his mettle, but would have utterly discouraged one less resolute than himself. It is said that the morning after his arrival in Belvidere, he was hurried out of bed long before daybreak, and after a hasty breakfast proceeded with his uncle to the lumber-yard, where, with a cross-cut saw, the two set vigorously at work severing the logs, without a moment's rest, confining themselves assiduously to the task until noon, and after dinner until night. Young Scranton held out vigorously until the

old gentleman dropped his end of the saw and started for home; then worn out with the exertion, homesick, and we may imagine, discouraged, he sat down to meditate. The first day of his engagement had not realized his anticipations, and the bright future he had painted looked dim. The sawyer, who from the mill had been an amused observer of the day's proceedings, came up, and slapping him on the shoulder, exclaimed: "Well, young man, I confess I admire your pluck; don't be discouraged, he is only trying you, I have been with Chapman Warner since he first started business, and I never saw him work like that before."

He remained with his uncle, faithfully discharging every duty, until his business tact, affable manners, and untiring industry won the attention of his neighbors, and he was offered a situation more congenial to his tastes in the store of Judge Kinney where he remained until he won his way into a partnership in the concern.

Now fairly in business, with a future budding in promise, he married a devoted and exemplary woman—Miss Jane Hiles, of Belvidere,—on the 21st of January, 1835, and soon after relinquished mercantile life for that of agriculture. His next business enterprise illustrates the clear foresight that in after-life so markedly distinguished him, and determined the career he so brilliantly conquered. After the crash of 1837, when iron was at a low figure, and still falling; when business generally was stagnant and the outlook unusually discouraging, the firm of Henry Jordan & Co., doing a business at Oxford Furnace, New Jersey, offered their stock and unexpired lease for sale, and declared their intention of withdrawing from the business. Mr. Selden T. Scranton, a brother of George, was in the employ of this firm, and to him, although hardly of age, they made a most unexpected and flattering offer, which he at once communicated to his brother. The matter was carefully weighed, and, against the advice of their friends and in the face of predictions of certain ruin, they accepted the offer and assumed the business.

The manufacture of iron was entirely new to Col. Scranton, but with a genius for the work he soon mastered the difficulties, familiarized himself with every detail, and acquired over the men in his employ an influence that almost inspired devotion. They speedily established a high credit, and threw into their work an amount of well-directed energy that earned a success as flattering to themselves as it was surprising to their friends.

In the meantime, Mr. William Henry had been maturing a plan for working the ores he had discovered in the Lackawanna Valley, near Slocum's Hollow; but, disappointed by the death of his associate, Mr. Armstrong, in 1839, from carrying it out, and impressed with the remarkable success of the young firm at Oxford Furnace, he appealed to them for aid, offering them an opportunity to engage with him in the undertaking. They at once set out to explore the country, and determine the prospects. Concurrent events have been noticed in detail in the chapter on the Lackawanna Iron and Coal Company.

To erect a blast furnace in a wilderness so far removed from any centre of mechanical industry, to open mines and quarries; construct roads to and from the work, build the necessary shops and tools, to institute a town, and open an outlet to market; in short, to carry an enterprise of such magnitude from the very elements to successful completion, under such circumstances, and with an entire capital less than the individual cost of many a private residence now in Scranton, seems like a dream, but the Scrantons realized the opportunity and gloried in it. They at once closed with Mr. Henry's offer, and Col. Scranton removed to Slocum Hollow, and immediately commenced the work, thus being the first Scranton pioneer of the Lackawanna Valley. It may be of interest to the reader, in order to distinguish the different historical men of that time to state that Col. Scranton, the Pioneer, and Selden T. Scranton, now of the Oxford Furnace, New Jersey, were brothers; these two, having, as already explained, the credit of first entering the vast field which has made the name so famous. Joseph H. Scranton, recently deceased, was not as many supposed, a brother, but

a cousin, and in years later, when the infant enterprise was struggling for financial aid, left his mercantile interests in the south, to join in the development of iron and coal along the Roaring Brook.

The herculean efforts attendant on the erection of this furnace; the discouragements so bravely met and conquered; the experimental blasts; their failure; the subsequent trials that well nigh wrecked the credit and the fortunes of the company; the final effort to "flow in"; the triumphant success; the after building of a Rolling Mill in the wilderness; casting the plates, stands, rolls and machinery in the pig-bed of the furnace; the setting of the whole thing in successful operation, and establishing the enterprise on a sound basis—are all details replete with interest, and furnish examples of perseverance under difficulties that command the admiration of the mechanical world.

It must be noticed here, that when Colonel Scranton came to Slocum Hollow to engage in the development of manufactures, but little was known concerning the production of anthracite iron. A brief review on that point will satisfy the reader that patience must have been well nigh worn out. As detailed in a foregoing chapter, one expedient after another was resorted to, first by sulphur, then by repairing to the woods and chopping fuel, but to no effect. It is said that in these anxious days of the young company Col. Scranton passed two weeks without once going to his bed, and a great portion of the time his meals were carried to him. Between each failure, months were consumed in unbuilding the stack and preparing for another effort. With a credit impaired, and an uncharitable community against them in every prediction, and many untoward exigencies constantly arising, it would not have been a wonder if the scheme had staggered under these burdens. But, so far from being the case, they seemed only to bring out the inherent will and sagacity of the man. His unconquerable will stamped itself upon the work, and every approaching storm but stimulated the majesty that had lain dormant in his intellectual manhood.

He realized beyond any man of that day the capacities of the Lackawanna Valley, as an iron and coal producing district, and his sole ambition was absorbed in pushing these industries to a complete development.

The accession to the company in 1846 of Messrs. Joseph H. Scranton and Joseph C. Platt, enabled the Colonel, after over five years of vigorous and unremitting toil, to devote a more liberal effort to the extension of the work, and the first result was the Erie contract, already recorded in the foregoing pages, the successful carrying out of which established the credit of the Scranton Company finally and completely. Although the work necessitated by this undertaking was stupendous, no sooner was it completed, than we find Col. Scranton vigorously pushing a new enterprise—the commencement of that net-work of railroads which was necessary for the development of his great scheme.

In the year 1849, the Cayuga & Susquehanna Railroad from Owego to Ithica was offered for sale by Messrs. Humphrey & Williams. It had been purchased by them under foreclosure on the part of the State, and was ironed with the strap-rail, being in a wretched order. It would make a good outlet for coal, and Col. Scranton knew it, and after it had been secured in the interest of Scranton capital, the Colonel undertook to have the road in working order before Christmas of the same year. It was pronounced by many an impossibility, for the ties were in trees in the woods; the iron lay untouched in the ore beds, and the coal was yet in the seam, but with his accustomed energy by relays of hands, and laying part of the rails by moonlight, the trains flew over it by the promised time.

His next great undertaking in behalf of Scrantons & Platt was the construction of the Northern Division of the Delaware, Lackawanna & Western Railroad, which was built by the day, and through his personal superintendence. Colonel Scranton next turned his eyes toward New York. He saw it was necessary to reach it in order to make market for iron, but above all, for the full development of the coal trade. He enlisted foreign capital for this great Eastern outlet, and the narration in detail of his patience, courtesy and unflagging industry throughout

this great undertaking stamps him a man above the plane of those whose names have been too loudly sounded for less deserving work and merit.

One instance will illustrate: A leading capitalist of New York had been repeatedly urged to subscribe to the great undertaking, and every effort had seemingly been exhausted in persuasion, but the announcement at the meetings held by the friends of the enterprise was invariably, "It is useless to apply to him, he has refused, and when his mind is made up, it cannot be changed."

The Colonel asked a friend to accompany him, and give him an introduction, declaring that he would make the attempt at any rate. The call was made, and the Colonel proceeded to lay before his new acquaintance the benefits which must certainly ensue to the capitalists who would seize upon the opportunity. In answer, the Colonel was informed that a refusal had already been given, but undaunted, the hero opened his subscription books, commented on the various names and advantages of the road, and left the office in less than half an hour with a subscription for $20,000 to the astonishment of all who were intimate with the circumstances. The energy of Colonel Scranton hastened the completion of the road, above all others.

Such arduous duties must shatter any frame, and soon their effect became visible upon the strong constitution of Colonel Scranton. He continued an active member of the Board of Directors of the road long after his health was impaired, and on his resignation as a Director was presented by the company with a magnificent service of solid silver, that will pass to his posterity as a token of his recognition by his friends and associates. To the day of his death, he kept up an active interest in every detail of interest in the young City of Scranton.

In politics the Colonel had always been a Whig, and worked hard for the election of Clay in 1844, but disappointed by the defeat of that great statesman, took but little interest in politics, though always a consistent friend of the Protective Policy. Against his personal wishes, he was presented as the champion of this policy in the Congressional contest of 1858, and after a brief but animated canvass, that was free from personality and abuse, he was triumphantly elected by 3,000 majority, in a district which was 2,000 Democratic.

His Congressional career, brief as it was, records a complete success. As usual he endeared himself to all who knew him, and was a special favorite with the friends of the South. "George Scranton," said one of the most prominent of them, to a New York gentleman, "is the best fellow in Congress," and raising his arm and bringing it down with an emphasis, "yes, sir, he is the best man I ever knew." Another, when asking a friend during the first session, "Do you know who is the most popular man in Congress?" replied himself to the query, by saying, "George W. Scranton, of Pennsylvania."

Col. Scranton devoted himself especially to the tariff. No other man contributed more to the perfection of the details of the bill which engrossed the attention of the country at that time. He was disappointed by its failure in the Senate at the first session, but not disheartened. He was elected the second time, and was hopeful of its passage, but with his health none of the best, his friends felt somewhat anxious for him. He was too feeble to witness the inauguration, and by a superhuman effort hurried out of bed homewards. The reaction followed. At first it was thought he would recover, but slowly his energies failed him; the machinery of life was worn out; he gradually sank, and on Sunday morning the 24th of March, 1861, at forty-five minutes past twelve o'clock, peacefully breathed his last. His disease was an enlargement of the heart and kindred affection of the kidneys. For weeks before his death he was unable to lie down, but slept in an upright position, and suffered from difficulty of breathing, and occasionally no little pain. But all was borne with Christian resignation, without a murmur.

The telegraphic wires flashed the mournful intelligence on every side, bringing out in return abundant expressions of profound regret, and the highest tributes to the worth of the man whose place can never be filled.

In all the State, no man was more universally

appealed to, and no man more generously aided others. Though his friendships ranged among the highest and most worthy in the land, he was emphatically the Poor Man's Friend, and in many a miner's cabin and laborer's cot unselfish tears and broken sighs paid the noblest homage to his memory.

His thoughtfulness for the workingman was shown in that never to be forgotten winter of 1857. In the forcible language of the general coal agent at that time, "when starvatiou stared in the face of thousands, he, by his untiring exertions, prevailed on the railroad company to permit the mines to be started, thus giving employment to thousands of those who otherwise must have been lacking bread. I have heard him repeatedly say 'we *must* work and pile the coal or trade it for eatables, and thus enable our men to live.'" The accumulation at Elizabethport was sold at auction by his advice. The mines and the roads were kept steady in operation, and the gaunt fiend of famine thus averted from many a poor man's door.

The Rev. M. J. Hickok, the pastor of his church, at the funeral occasion expressed himself in these emphatic words: "I do no injustice to the living or dead, when I affirm of Col. Scranton, that this young city—'the giant of the woods,'—these roaring furnaces, shrieking engines, busy collieries and outflowing wealth, are all his appropriate monuments."

In looking over the records found among the periodicals of the day, one is struck with the outburst of grief which manifested itself. In his own city an editorial concludes: "Patient worker, public spirited citizen, generous friend, affectionate husband, beloved father, FAREWELL! We shall miss thee evermore among the haunts of the living, but shall hold thy memory precious among the honored dead. The record of thy manly virtues and most striving deeds shall prove a perpetual inspiration to us and our children after us." The morning papers at the National Capital having received the news, a meeting was called, and action taken by scores of his friends. The *Philadelphia Press* in commenting on the event stated: "The speeches of these gentleman spoke eloquently the feelings of the heart, and evinced the deep sorrow felt in the untimely death of one of the most popular Representatives who have ever graced the halls of Congress, and one of the gentlest and best of men." An editorial of the same journal, added: "He was in truth a model man—generous, magnanimous, and self-sacrificing. Those who knew him did not wonder that he should have conquered the impregnable Democratic district which he represented. If the district he represented has lost a benefactor; the great State to which he was ornament has lost a defender."

He sleeps on the gentle slope of the cemetery contiguous to the city which transmits his name to all time. Neither sculptured marble nor cunning device of bronze is necessary to perpetuate his memory. That is preserved by the wonderful transformation of the valley he so warmly loved, and by the generous emotions which are yet kindled in the hearts of the host he had befriended, who were sustained by his counsels, cheered by his sympathy, and benefited by his generous hand, which was always "as open as day for meeting charity."

The proceedings of meetings held immediately after his death, to pay proper tributes of respect to the cherished memory of Col. Scranton, were so numerous that but few can be given for want of space.

At a meeting of the Board of Managers of the Delaware, Lackawanna & Western Railroad Company, held on Friday, March 29, 1861, the following preamble and resolutions were unanimously adopted:

WHEREAS, Intelligence has been communicated to the Board of the death of Col. George W. Scranton, which event occurred at his residence in Pennsylvania on Sunday last, and whereas it is the desire of the board to express and record, in fitting terms, their appreciation of his high character, valuable services, and great social worth;

Resolved, That we have heard, with profound sorrow, intelligence of the death of Col. Scranton. A member of this board from the organization of the company to the period of his decease, he had endeared himself to us all by his frank and manly character, while his genial and social manners procured him warm friends wherever he was known. He was honorable in his dealings, blameless in his life, and it is believed he died without

an enemy. He was one of the originators, and an efficient co-operator in all the movements of this company in its early struggles and during its more recent season of difficulty, and only ceased to give its service all his time and energies when failing health rendered him no longer able to fulfil the duties of its General Agent. His loss will be deeply felt, not only by this board and his family, but by the community in which he lived, and which had delighted to do him honor. He had stamped the impress of his character upon the institutions of that community, moral, religious, and political, and his name and memory will long be cherished by all who knew him.

Resolved, That this board deeply sympathize with the family of the deceased in their affliction, and that a copy of this preamble and of these resolutions, certified by the President and Secretary, be forwarded to them at Scranton; and also that they be entered at length on the minutes of the board.

We certify that the foregoing is a true copy from the minutes.

C. R. ROBERT, President.

A. J. ODELL, Secretary.

In obedience to a notice in the morning papers of Washington, D.C., the Pennsylvanians then there, assembled at the residence of the Hon. E. Joy Morris. The Hon. David Wilmot occupied the chair, and Hon. James H. Campbell acted as Secretary.

Col. Forney offered a series of resolutions breathing the deep feeling of sorrow which pierced every heart, and expressing the sympathy of the meeting with the bereaved family and friends of the deceased. Col. Forney, in offering the resolutions, spoke feelingly of the character and virtues of the lamented dead. He was followed by the Honorables E. Joy Morris and James H. Campbell, Senator Ketcham, of Luzerne, Dr. William Elder, of Philadelphia, Dr. Puleston, of Chester County (a former resident of Luzerne district, and a warm personal friend of Mr. Scranton), Mr. Foley, formerly of Danville, Gen. Patton, one of the clerks of the Senate, and Dr. Gazzam, of Pittsburg.

The addresses were touching, and creditable alike to their authors and the memory of the deceased. We regret that our limited space prevents us from publishing more than one delivered by his warm personal friend, the Hon. James H. Campbell, of the Schuylkill district, and the feeling, impromptu tribute of the able State Senator. Mr. Ketcham, said:

MR. CHAIRMAN—"I have known Col. Scranton since my childhood, and I have known him to love him as brother loves brother. I have loved him for his uprightness, his generosity, his manliness, his magnanimity, his charity, his boundless kindness, and his liberality I hesitate not on this occasion to acknowledge, that time and again I have been the recipient of favors, and that for more than twenty years I have possessed his friendship. Geo. W. Scranton came to Pennsylvania nearly a quarter of a century ago, in the prime and vigor of manhood, the morning of his business life. He found the region in which he settled a wilderness, but his mind soon mapped out its field of work, and under his creative energies and active influence the forest passed away, the railroad track was laid over mountain and through gorge, and the light of civilization and of human progress beamed upon our land and blessed it. Scranton sprang into existence. He planted it, nurtured it, and fostered it, until he reared it to its present prominence and position, and he placed upon it the impress of the purity, and the reality of his character. Who ever quarreled with George W. Scranton? Who ever accused him of unfairness, of dishonesty, or of any kind of unmanliness? Who did not rather counsel with him when in difficulty, and call upon his fair spirit to settle their disputes? It was George W. Scranton who, when the late revulsion in the business affairs of our country occurred, and starvation was at the poor man's door, provided for the wants of the needy, and whether in health or in sickness, in rain or in sunshine, went from door to door taking note of their wants, and by his presence bringing joy and relief. Such was his charity. Vice fled from his presence, and a mean man could not be mean where he was, for the hand and nobility of his soul radiated and warmed other men's hearts He was great in his conceptions, in his creative energies, and in his executive power, but at the same time he was silent, and allowed himself to be judged by his works. He raised Northeastern Pennsylvania from depression, from almost utter helplessness, to a position of prosperity and wealth, which is the pride and delight of our people. He was elected to Congress without an effort of his own. The fact that he came here with such a tremendous endorsement of the popular will, and went back home and was returned again from the same district, will show you how he was appreciated where he was best known. I can hardly realize that he is dead. We have, indeed, lost a man, a moral man, possessing all the virtues which challenge the love and admiration of the world."

Mr. Campbell said:

I cannot permit this occasion to pass without bearing my humble tribute to the merits of our deceased friend, who to me, his immediate companion and colleague, was more than brother. I had the honor, sir, to become acquainted with George W. Scranton in the fall of 1858, when we met as members of the 36th Congress, and I found him, as has been said here to-night, by the eloquent gentlemen who have preceded me, one who bore the strong imprint of manhood upon him. He was a high-toned, genial, liberal, Christian gentleman. I never met a truer man. Every step in his progress of life was marked by some good or great act towards his fellow-citizens.

It is a part of his history that when he went into what was then almost the wilderness of the waters of the Lackawanna, he saw at once that a city might be founded there, and that that wilderness might be made to resound with the hum of busy life. Indeed, Scranton sprang from the brain of George W. Scranton, as Minerva sprang from the brain of Jove. Scarcely ten years ago the hunter roved over the woods and streams of that region, and now it is one of the most thriving evidences of Pennsylvania industry. To his enterprise, to his indomitable courage, and to his resolute purpose do we owe the fact that Scranton is to-day what it is, with all its surroundings.

In the legislation of the country he was governed by one line of policy, and that policy the true interest of our people. With him a jealous care of the interests of the industrial classes of Pennsylvania was the predominant idea. Long, laboriously, by day and by night did he serve them, when our tariff, in which we all took so much interest, was in jeopardy, George W. Scranton never failed, by his devotedness of purpose and activity of brain, to carry his point, and challenge general admiration. Pennsylvania never had a better son, and we have lost in him more than the loss of thousands who possessed not his qualifications. I had the pleasure on one occasion, of spending a day or two under his hospitable roof. At home he was beloved with an intensified affection, and he was the idol of his neighbors and friends everywhere. He was a genial gentleman, a true father, a noble friend, and an excellent citizen. I am glad that I lived to know him, for he has added to my faith in man.

Col. Forney introduced the following resolutions, prefacing them by a glowing and appropriate speech:

Resolved, That in the death of the Hon Geo. W. Scranton, Representative in Congress from Pennsylvania, we deplore the loss of a faithful servant of the people of his district and state, a true-hearted Pennsylvanian, and a patriotic friend of the Union; one who during his single term in the public service secured the regard alike of political friend and foe, and discharged all his duties with signal fidelity and integrity.

Resolved, That, in the absence of the Congress of which he was a distinguished ornament, we feel it incumbent upon ourselves, citizens of Pennsylvania here assembled, to pay this heartfelt tribute to his character and his memory.

Resolved, That the Secretary of this meeting be requested to transmit a copy of these resolutions to the family of the lamented deceased, with our sincere condolence in their bereavement.

The procession which was organized and moved to the cemetery, was as follows:

Gen. A. N. Meylert, Chief Marshal.
Staff Officers.

Lieut. Col. P. Burschel, Maj. Edward Kingsbury,
Capt. Joseph Mowery.

Major General Dana and Staff.

Col. Conyngham, Maj. Reichart, Maj. Nicholson.

FIRST DIVISION.

Col. Joseph Phillips, Marshal.
Wilkes-Barre Cornet Band.
Capt. Emley's Company of Rifles,
Capt. Cohn, Wyoming Yeagers and Band,
Capt. Bertle's Company of Infantry.
Capt. Brisbane's Troop of Cavalry, Wilkes-Barre,
Burger's Cornet Band.
Capt. Robinson's Lackawanna Yeagers,
Capt. Fitzgerald's Montgomery Guards,
Rauff's Cornet Band,
Capt. Fasold's Schutzen Guards, of Scranton.

SECOND DIVISION.

Capt. Richard Stillwell, Marshal.
Chief Engineer and Assistants,
Pittston Hose Company,
Franklin Engine Company, Hyde Park,
Neptune Engine Company,
Washington Engine Company,
Lady Washington Engine Company.

THIRD DIVISION.

Thomas Dickson, Marshal.
I. O. of O. F.
Capouse Lodge, No. 170,
Lackawanna Lodge, No. 291,
Residenz Lodge, No. 513,
Alliance Lodge, No. 640.
Dunmore Lodge, No. 492.

FOURTH DIVISION.

Richard A. Oakford, Marshal.
Hibernia Benevolent Society, of Hyde Park,
M. M. Ketner, President,
St. Patrick's Benevolent Society, of Scranton,

Patrick Blewitt, President,
Carriage with Clergymen.
Carriage with officiating Clergymen and Physician.
The Hearse,
Supported by the Nay Aug Hose Company.
Mourners:

Committee of Arrangements,
Friends of the Deceased from Abroad.

FIFTH DIVISION:

D. H. Conklin, Marshal,
Citizens on Foot,
Citizens in Carriages.

CHAPTER XXV.

JOSEPH H. SCRANTON.

"Yet dare to trust for honest fame,
The jury Time empanels,
And leave to truth each noble name
Which glorifies your annals."
—WHITTIER.

The name of Joseph H. Scranton will be long remembered among those who bore a chief part in developing the industries of this valley, and bringing it from the condition of a sterile and isolated mountain ravine to that of the seat of one of the most prosperous and opulent cities of the commonwealth. Mr. Scranton came to the valley in 1846. At that time the city which now bears his name, consisted of a small cluster of rustic cabins, in no way differing from the hundreds of rude unregarded hamlets which still, unchanged from generation to generation, slumber at the cross roads of the Pennsylvania mountains, or mark the intersection of its woodland streams. When he died in 1872, it had become in population and wealth, the third city in Pennsylvania and one of the most important industrial and productive centers of the continent. In the work which wrought this magical change, Mr. Scranton bore an eminent part. The story of his life for a quarter of a century, is the story of the building up from its foundation of the city of Scranton. It was the boast of Severus that he found Rome of brick and left it of marble. Those on whom it devolves to make record of Mr. Scranton's life may truly say of him that where in his early manhood he found a wilderness and morass, he left, when, hardly beyond middle age he was summoned from his labors, a busy and populous city. Not only was he largely instrumental in diverting thither the immense and constantly augmenting tide of capital, without which such rapid growth and development would have been impossible, but he bore an active and ardent share in every enterprise which promised to contribute to the welfare and prosperity of the

JOSEPH H SCRANTON.

growing city. No community ever possessed a more public spirited citizen, and to few men at any age has it been given within the compass of a lifetime to accomplish so much.

Mr. Scranton was born in Madison, New Haven Co., Connecticut, June 28, 1813. He came of good old Puritan stock, the earliest ancestor of the name having settled in Connecticut, in 1638. The Scrantons from father to son through many generations were a stout resolute race, tillers of the soil, builders of mills, builders and masters of ships, builders of wharves and lighthouses and break-waters, prominent in the church, captains in the old Indian, French and Revolutionary wars, prone to all works of enterprise, and much accustomed to succeed in whatever they took in hand. These ancestral qualities were conspicuous in their descendant, and were illustrated during his entire life. He served a brief apprenticeship in mercantile pursuits in New Haven, after which his fortunes led him southward. Within a few years, while still hardly more than a youth, he took his place at the head of a commercial house, in the city of Augusta, Ga. Success attended him from the outset. Within a decade, he had amassed, what in those days was regarded as an ample fortune. It was during this interval that he made his first investment, in what were then, the infant enterprises of the Lackawanna Valley. They were of moderate amounts compared with the princely sums which he was instrumental in determining thither, but they had the effect of making known to him the unrivaled resources of this region, and from that time his place and work in life seemed to be providently marked out. He took up his residence here in 1847. The practicability of smelting iron with anthracite coal had been demonstrated. Iron could be made, and its factors, coal and ore, lay beneath the neighboring hillsides in inexhaustable abundance. Riches, exceeding these, of Ophir or Potosi, were here if one possessed but the sorcery to call them forth. Everything except the rude material was wanting, furnaces, mills, a working population, and a more formidable want of all, a market, and a way to get to it. The valley was completely isolated, having no communication with the outer world except that which was afforded by its rough mountian roads. Even when the iron was made it seemed a problem what to do with it, as the expenses of its transportation bade fair so greatly to enhance its cost. But all these obstacles and difficulties vanished before the intelligent and resolute effort of Mr. Scranton and his little group of co-laborers. The valley soon began to smoke and glare with furnace fires. Mills were built, mines were opened, and workmen of all rank and in constantly increasing numbers began to flock thither. The first important product of the mill was hauled over the mountain roads by teams gathered from near and far among the farmers of the neighboring counties. It consisted of rails for the Erie railroad, the building of which was then just begun. Twelve thousand tons were rapidly produced by extemporized furnaces and rolling mills, and thus laboriously transported to their destination. It was the opening strain in that epic of labor and production with which the valley has since resounded, and whose accents are not likely to be silenced for a thousand years.

From 1847 to 1853, Mr. Scranton was a member successively of the firm of Scrantons & Grant, and Scrantons & Platt. In the latter year was organized the Lackawanna Iron and Coal Company, of which Mr. Scranton was from its inception the superintendent and general manager, and from 1858 till his death, the President. To this work he brought practical financial and managerial abilities which have not been exceeded in this generation. At his death he left the company in the condition of one of the most extensive and prosperous iron producing industries in the world.

Nearly all the enterprises which grew up in the Valley, or were allied with its industries, had in Mr. Scranton an active and efficient counselor and supporter. He was a resident director of the Delaware, Lackawanna and Western Railroad; President, at one time, of the Lackawanna and Bloomsburg road; first and, till his death, only President of the First National Bank of Scranton, and of the Scranton Gas and Water Company; Director of the Sussex Railroad of New Jersey; of the Mount Hope Mineral Rail-

road Company; of the Mount Hope Mining Company; the Franklin Iron Company; the Scranton Trust Company and Savings Bank; the Dickson Manufacturing Co.; the Moosic Powder Company; and the Oxford Iron Company. He was also largely interested in various western railroads, and in some of them as a director. In 1861 he was appointed by Congress one of the first Commissioners of the Union Pacific Railroad.

In January, 1872, Mr. Scranton, accompanied by his wife and one of his daughters, sailed for Europe. His health had been for some time impaired, but neither his family nor his friends were fully aware of the inroads which time and his great labors had wrought in his originally powerful and enduring constitution. It was confidently expected that a brief sojourn abroad would restore to him his wonted vigor. But it was not to be. He was destined never again to look upon the beautiful city he had helped to rear. He died in Baden Baden, on the 6th of June, 1872, and his remains were consigned to the earth in Dunmore Cemetery, in the City of Scranton, on the 13th of July succeeding. The news of his death was received with profound emotion, not only in Scranton—where his name was a household word—but throughout the State of which he was so conspicuous and honored a citizen. The press of the entire country accompanied the announcement of his death with expressions of sorrow and eulogy. On the day of his burial, business was suspended in the city of his home, the flags were displayed at half-mast, and there were everywhere solemn and visible tokens that the heart of the entire community amid which he had lived and labored was bowed with a common sorrow. In an eloquent memorial sermon preached by the Rev. Dr. Cattell, President of Lafayette College, Easton, occur the following remarks which could not be appropriately omitted in this brief rehearsal of his life:

"He was a man whose success in all the things that men most desire and for which they strive and toil, was conspicuous. I need not dwell upon the events of his busy life. The honorable record is known of all. Scarcely had the ocean cable throbbed with the sad message of his death, when the public journals hastened to pay well-deserved tributes to his memory; and to-day, this entire city—hushed in all its busy activities—no less by the spontaneous impulse of the citizens than by the proclamation of the Mayor—this silent city is filled with the thronging multitudes that follow him to the grave; and men speak to each other of the purity of his private life on which there is no stain; of his integrity that knew no dishonor; of his devotion to the trusts committed to him that never faltered; of the public spirit and enterprise that placed him in the front rank of all the great movements which have given to this region its unprecedented prosperity; of the rare business sagacity and executive ability which amassed a fortune; of all these things do men speak to-day, and of the great loss which has fallen upon the whole city in the death of such a man, while they are not unmindful of that more sacred sorrow, which mourns a devoted husband and father and brother.

But, my hearers, if this were all, dark and cheerless would be the grave to which we bear him. We may indeed seek for ourselves honorable remembrance, and may teach our children to be emulous of such an example—*but not this alone*. Better than all to-day is the record of his Christian life. The remembrance of his activity and zeal in this church and elsewhere in many instances of usefulness. In all his busy life he found time for such duties. I know not of how many companies he was president, or manager, or director; with what great public interest he was the animating and guiding spirit, but I know he was for many years the superintendent of the Sabbath-school in this church; I know that in yon home of refinement and wealth there was the daily sacrifice of prayer and praise, and that with all his intense devotion to business he loved his God, and that he ever lived as seeing Him who is invisible. Among his last utterances upon earth was the expression of a joyous and confident hope in the merits of Christ, which alone was his trust of acceptance with God."

The minutes of the various companies with which Mr. Scranton was associated bear eloquent witness of the sorrow with which his friends and co-workers received the news of his death, and of the honor and veneration in which they held his memory. At a special meeting of the directors of the Lackawanna Iron and Coal Company, called for the purpose of taking suitable action upon the report of the death of their President, the following, among other resolutions, were adopted:

That while testifying to the great gifts which made his co-operation so valuable to public enterprises, the managers, as individuals, desire to express their admiration and affection for Mr. Scranton as a consistent christian gentleman and friend.

Resolved, that better than words, his achievements are his praise, and in the success of the numerous christian and benevolent interests and the varied public and private trusts identified with the growth and prosperity of the city of Scranton, and in many kindred associations in which he was a leading mind, is his best eulogy.

The directors of the Dickson Manufacturing Company, with which Mr. Scranton was long allied, assembled upon receiving the news of his death, and passed the following resolutions:

That the loss which has been sustained by this board in the death of Mr. Scranton has impressed the hearts of its members with sentiments of profound regret, and they desire to put upon record their tribute of respect among its transactions, there to remain as a testimony to the esteem and high regard in which he was held by them.

Resolved, that which his genius contrived, and his name is connected with many of the most important enterprises of this vicinity, to his comprehensive knowledge of business and eminent executive ability is due in a great measure their success.

Resolved, that his generous nature, public spirit, and tireless energy fitted him for a leader in all great enterprises which his kindness of heart, benevolence, and strong unchanging friendship endeared him to all with whom he was associated.

Resolved, that we shall keep in enduring memory the many virtues of our deceased friend and associate, sincerely mourning his death, and we most respectfully tender to the bereaved family and relatives, our condolence under this afflicting dispensation of Divine Providence.

Resolved, that as a token of respect to his memory our general office be draped in mourning, the works closed on the day of the funeral, that these resolutions be entered on the minutes, a certified copy transmitted to the family, and that they be published in the daily papers of the city.

Mr. Scranton will long be remembered as a commanding figure amid that stalwart and powerful group of men who within the present generation have built up the colossal industries of interior Pennsylvania. Thirty years ago that extended region was a savage wilderness with only a stray habitation here and there, and mostly given over to the unchallenged dominion of the wolf and the bear. It is now one of the noblest territories on the globe. The wealth which the mines of California and Nevada have bestowed upon the world is but trivial in comparison with that ever augmenting tide of wealth which over a hundred iron ways rolls down the slopes and through the passes of the Pennsylvania mountains. The rails from its rolling mills have woven an iron network over the continent; the anthracite from its mines glows on a million hearths. The workers who have wrought these results seem to have come to us out of the heroic age. Cities and marts seem to have arisen at their bidding, as of old they were fabled to have arisen to the sound of Amphion's lute, or as to an older and louder clangor "Ilion like a mist rose into towers." Once, when Frederick the Great stood amid the coffins of his ancestors in the vaults at Potsdam, he pointed to that in which reposed the ashes of William the Great Elector, and said to his attendants, "This one did a great work." It may with equal truth be said beside that quiet grave in Dunmore Cemetery in which the mortal part of Joseph H. Scranton rests from its labors. It was a great work indeed which he wrought, and one which will long be honored among men. Nor will it be forgotten that he was foremost in in all good works, that uprightness and integrity walked with him through the world, that his hand was ever open as the day to melting charity, nor that he was a Christian without blemish or reproach, preferring the duties of his life "as even in his great task-master's eye." The memory of his life and virtues is a peculiar legacy to his family and bears its wholesome significance to all men. A more extended rehearsal of the events and achievements of his busy life, than such a volume as the present one permits, is due to the eminence of his career and the magnitude of his labors. We have set them forth but briefly and inadequately, but our work would indeed have been ill performed if we had failed to assign to him a conspicuous place among the greatest and most honored of the men who have wrought in building up the industries of Pennsylvania.

CHAPTER XXVI.

SELDEN T. SCRANTON,

"The stones and tower
Seem'd fading fast away,
From human thoughts and purposes,
To yield to some transforming power;
And blend with the surrounding trees."
—BOWLES.

One of the three Scrantons, who have made the Lackawanna Valley famous for its enterprises of magnitude, Mr. Selden T. Scranton, is yet living. He was the first president of the Lackawanna Iron and Coal Company, and he alone of the resolute trio remains to tell of the mighty efforts put forth by his kinsmen, in the upbuilding of the populous city which preserves their name to all time.

He was born at Madison, Connecticut, in the year 1814, three years after the birth of his brother, Col. George W. Scranton, and like him was educated at Lee's Academy. He removed to Belvidere, New Jersey, in the autumn of 1834, and, in the spring following, entered the employ of Henry Jordan & Co., succeeding Mr. J. J. Albright as superintendent of the Oxford Furnace.

In 1837, he purchased the store of the firm, and with his brother George, bought the whole manufactory in 1838. The year following he married a daughter of William Henry, and the next year being the famous period in the Lackawanna enterprise, the reader may recall the events in detail by reference to that chapter.

During the first year of the adventurers along Roaring Brook, he was busily engaged in supplying the sinews of war to the infant concern at Scranton, and in 1844 removed to the Lackawanna Valley where he assumed the management of the industry just budding into favor, thus exchanging places with Col. Scranton, as previously explained.

He retained the position of president until the company was successfully established, when he resigned, in order to carry out a long contemplated scheme of developing the property at Oxford Furnace, belonging to himself and his brother George. This property, twelve square miles in area, embracing twenty-five hundred acres of rich farming lands, on which Selden T. Scranton & Co., now have three hundred head of fine imported cattle, several hundred head of herded sheep of the choicest grades, and which considering its large area, fertility, mineral resources, and situation, is undoubtedly the finest private estate in New Jersey. It is located in Warren county, and the traveler, as he whirls through the busy section, is forcibly struck with the beauty of the scenery, and the undisputed taste of the proprietors.

At the death of Col. Scranton, this estate was held by the two brothers in common; it is now held in the same manner, the heirs of the Colonel, W. H., and James Scranton, two sons, and Mrs. G. A. Fuller, of Scranton, a daughter, taking the interest of their father. This property is also one of the oldest estates in New Jersey, and the Oxford Furnace ranks as the earliest, its institution dating 1743. It formerly comprised a property of about twenty-five thousand acres. At the time of Mr. Scranton's

intention of developing it, there were eight thousand acres of land, with mineral rights on twelve thousand more. It was purchased from the Robeson family, and the house in which Secretary Robeson was born has been occupied until quite recently by Mr. Scranton's family, when he removed into a new and palatial edifice erected by himself. The Robeson's purchased the estate of the Shippen family, of which Dr. Wm. Shippen, of Philadelphia fame, was a member.

His relations with the Lackawanna Iron and Coal Company exhibited a sterling worth. He bought and selected all the lands of the Company; he was the financier of the enterprise through all its trying times, and with his brother George secured all the subscriptions to the stock. Financial embarrasments, while they serve to depress many, but seemed to bolster him up, and bring out the genius of his manhood.

Many amusing incidents are related of him during the dark days of the young institution. At one time, the men were clamorous for their wages; constant delays and repeated excuses had almost exhausted the patience of the workmen, and bold as well as defiant they demanded their money in no unmeaning terms. Selden T. was at the desk. He smelt the battle from afar and prepared to meet the onslaught. Gathering all the money available (and it is reported of him that he secured bills of small denomination to make a display) he laid it in heaps along the counter, and in his usual quiet, cool manner, informed the men that the company had decided to reduce the force to prevent further indebtedness, but if there were any who wished their pay it was ready for them. The force looked at the heaps before them and resumed their work.

An old farmer came down to collect an amount due him for money loaned; he had written repeatedly, but the funds of the concern were in such a feeble condition that satisfactory answers could not be given. He was here himself now, and evidently on business. Mr. Scranton received him with that deportment which characterized him, a flattering complacency, and so engaged the farmer with pleasing conversation, that a dun could not be wedged in. He was invited to dinner, after which he was shown all through the works, and each department explained. The resources were commented upon; the future growth of the corporation; its immense advantages to the country, locally and at large. It was all felt and appreciated, and before leaving, the confident agriculturist instead of inquiring about that little balance, loaned all the money he had to the industry.

Another incident: A person of larger means had been lending to the company, and it had reached well into thousands. He called for the purpose of recalling it, as the rumors that were afloat were anything but creditable to the iron manufacturers. Mr. Scranton, initiated him also into all the secrets of the great expectations. He saw, and believed, and upon returning to the office stated, "I have a little money, Mr. Scranton, which I was about putting into the Dover bank. I would like to invest it somewhere; can you take it?"

Mr. S. T. Scranton was himself again, and told him that they could use it, though they were not borrowing much.

"How much have you?"

"About $5,000."

"Well, if its any accommodation to you we will take it on a long note, say six months."

The money was secured, and $5,000 in those days would reach to extreme ends.

These facts are mentioned more for the purpose of showing with what difficulty, and through what trying ordeals the pioneers were compelled to push through in order to save the falling credit of the company in its earlier days.

The reader will recall the fact of a nail factory being connected with the works.

Severe stories were extant in those days concerning this production, for they were so brittle, that farmers coming to the works with heavy lumber wagons, used to declare they carried sieves with them, for the jolting of the vehicle snapped the worthless ones, and the seive let the parts out. This was mortifying, indeed, but Mr. Selden Scranton was equal to the emergency. He practised on an old oaken block, until he could drive a nail down every time with a stroke or two, and when the doubting yeomanry

came to purchase he tested the nails in their presence. It is said there was not another man in the valley who could drive those nails equal to Selden Scranton.

When the first attempt was made to put the furnace on Roaring Brook into practical operation, in September, 1841, by Mr. Templin, and afterward by Mr. Clark, of Stanhope, N. J., nothing but aggravated discouragement ensued. Col. Scranton's energies were being wasted in the effort, and it is no wonder that "Jersey Humbug" was the cry throughout the valley. Selden T. realizing that the day of anthracite iron had just begun, determined to find a suitable person to demonstrate it, and accordingly he started off in pursuit, and returned with John Davis, the Welshman, who made the successful blast in December, 1841. The proprietors of the works at which Davis were engaged were vexed at such interference, but Mr. Scranton's powers of persuasion were stronger than their entreaties.

The Oxford Works, with which he is at present engaged, are of magnitude themselves. They are capable of turning out 175,000 kegs of nails a year, besides immense quantities of splice-bars (joints used on rails), nuts, bolts, spikes, amounting to several thousand tons. Employment is usually given to one thousand hands.

His refined taste leads him to devote much of his time to the improvement of his vast estate, and to the bettering of those who surround him. As a man he still retains much of the vigor which characterize the Scrantons, and as a citizen he is regarded by the entire community and state in which he resides as a benefactor. We have given this extended notice of his career mainly because the heartiest efforts in the prime of his manhood were given to the upbuilding of the populous city in which we reside. The money from the Oxford Furnace gave birth to the mammoth industries on Roaring Brook, and all of his energies in connection with the enterprise were whole-souled and unselfish. His locks are gray with the storms of years, but his name is still as fresh in the minds of Scranton residents as when he pushed his fortunes here as one of us.

CHAPTER XXVII.

THE RESIDENT REPRESENTATIVE MEN OF THE LACKAWANNA IRON AND COAL COMPANY—J. C. PLATT; WM. W. SCRANTON; E. C. LYNDE; E. P. KINGSBURY; WM. MANNESS; C. F. MATTES.

"Who, if he rise to station of command,
Rises by open means; and there will stand
On honorable terms, or else retire,
And in himself possess his own desire;
Who comprehends his trust, and to the same
Keeps faithful with a singleness of aim."
—WORDSWORTH.

JOSEPH CURTIS PLATT.

It is but thirty-four years ago since a small band of hardy and determined men plunged themselves into the uninviting wildernessess of Pennsylvania to thread their course on into a region where the earth promised to yield its riches of iron and coal—on the banks of Roaring Brook, and along the course of the Lackawanna.

Their deeds have flown into history, and one after another has passed away to slumber in eternal forgetfulness of the many weary marches made in life's arduous struggle. The remaining ones of the little band are now well "silvered o'er," and are the only animate monuments of the historic past. Of these is Joseph C. Platt, one of the pioneers of the Lackawanna Iron and Coal Company, who came with the rest to help build the young city.

Mr. Platt came of New England origin which ante-dates several generations. His grandfathers, it seems, were on the patriot side during the revolutionary war. His father was a lawyer, and both parents were Congregationalists.

The birth of Joseph C., is recorded as September 17th, 1816, at Saybrook, Conn. His father dying when he was ten years old, he commenced business life by clerking in a general country store at the age of eleven, and ever since, with the exception of one summer which he spent at farming, has been intimately connected with merchandising.

At about twenty years of age he commenced business for himself, in Fairhaven, Conn., and while engaged at this place in mercantile pursuits, married Miss Catherine S. Scranton, at Madison, Conn., a sister of J. H. Scranton. His stay in Fairhaven, from 1831 to 1846, was terminated by his moving into the primitive Slocum Hollow, where he was to join his fortunes with the Scrantons.

When the firm of Scrantons & Platt was organized he became a partner, and took charge of the merchandise of the firm, and in 1851, in addition, took upon himself the duties of conducting the real estate affairs of the concern. Mr. Platt, in conjunction with Joseph H. Scranton, purchased the interest of E. C. Scranton, and thereafter his interest became thoroughly and warmly identified with every scheme in the valley and its vicinity.

As he is the only one of the original members of the company who now resides in Scranton, and has been the only one definite member who has had charge of the real estate of the corporation, it may be of interest to note a few instances in this direction. The first house he occupied stood where the blast furnace and engine house

now stands, and in front of it was a handsome grove of trees, and east of it stood the hotel formerly spoken of as Kressler's. More room being needed for Nos. 2 and 3 furnaces, he moved to the house which stands at the foot of the hill in front of his present residence on Ridge Row, and from there to the latter in July, 1857.

After the organization of the Lackawanna Iron and Coal Co., June 10, 1853, when he was assigned the position of store-keeper and real estate agent, to August, 1872, when he was made Vice-President of the company, there could be no person than himself in the city who could do so much, and so closely mark the events and progress of the city, and none felt more pleasure at these marvels of growth, for the prime of his life was given to its inception.

The planning of the city, aided by the architect, Joel Amsden, whom the company employed, belongs to Mr. Platt, and to him we are certainly, in a measure, indebted for our wide streets, a point which interests the tourist the moment he enters our thoroughfares. The plan of the city was laid out in 1850-51, and in the autumn of the latter year the first sale of lots was effected to the firm of Grant, Champin & Chase, for a consideration of $2,000, the two lots being on the north corner of Wyoming and Lackawanna avenues.

As another evidence of the real estate enterprise of this company, the Wyoming House was built and furnished by its funds, and sold to Mr. Burgess, the present owner, for $37,000, the cost only of the building and the furniture, thus sacrificing the land.

For charitable purposes the company has given to the Presbyterian Church, four lots, besides donating heavily toward the erection of its edifice. To the Episcopalians were given two lots; to the German Presbyterians, one lot; to the Welsh Methodists, two lots, and the Catholics, three.

The growth of the company's store facilities has done much for that part of the city. In the winter of 1644–5 a brick store, and an office 26 by 60 feet adjoining, was erected, into which the company moved. In 1848-9 the store was doubled in size, and in 1867–8, the spacious and commodious block, at the corner of Jefferson and Lackawanna avenues, was erected, where the company at the present time locate the offices and stores.

He holds documents to show where men estimated at thousands in gold to-day, commenced with the company at a mere pittance per diem, and in the minute details of the history of every prominent man who has grown up with the valley, he is thoroughly conversant.

Before the day of churches and public halls in Scranton, there stood upon an eminence, a solid rock, where Jefferson avenue is now located between the company's store and Mr. Platt's carriage gate, what was known as Odd-Fellows Hall. In this quaint edifice were formed the many societies which claim an early existence in the city, and many and endearing are the associations which cluster around it. The Masons, Odd-Fellows, Sons of Temperance, the churches, many Sabbath-schools, the exhibitions, in fact everything; it was the Faneuel Hall of the place —open to all without prejudice to sect or creed.

As a man, Mr. Platt stands unique in the annals of Scranton as a hearty and conscientious worker in everything which tends to elevate and ennoble those who surround him. A faithful adherent to the Presbyterian Church, he has always been its aid in every need; a strict temperance practitioner himself, he has ever stood ready to assist in pushing the principle; a pure and genuine branch of the great city tree which is spreading its branches over all who seek its shelter, he is always ready to enlist himself to further any cause which will materially enrich its growth and progress.

Naturally quiet and modest he is nevertheless a very hard worker, and seems to push forward yet with the vigor characteristic of a younger man.

The summons to join his youth's co-laborers will soon reach him, and then a summary of his life's virtues and triumphs will find a more fitting niche in the records of the day than can be transcribed on this ephemeral tablet.

WILLIAM W. SCRANTON.

William W. Scranton, was born in Augusta, Georgia, 1844. When his father, Joseph H. Scranton, located in the Lackawanna Valley, in 1847, he brought his family with him, and W. W. Scranton having grown up with the city from infancy may be considered as part and parcel of it by indenture, for of all the young men of prominence in this city he is the most thoroughly identified. His father's unprecedented prosperity enabled him to obtain a liberal education, at the same time a complete insight into the vast enterprises with which the family was connected.

He graduated at Yale College in 1865, with honors; was a member of the Yale University crew that beat Harvard once in 1864, and twice in 1865.

On leaving college he went into the employ of the Lackawanna Iron & Coal Company, with which he still continues, exhibiting an energy and mastery of business that bids fair to equal his father's gigantic efforts. He was superintendent of the new mill in 1867; superintendant of both mills in 1871; assistant-president of the Company two years before Mr. J. H. Scranton's death, and in September, 1874, reached the position of general manager.

His powers of endurance, and iron constitution, enables him to override difficulties, while his quick perception and prompt action stamp him as a model worker.

In the summer of 1874, he traveled over Europe to some extent, storing his mind with the knowledge of iron and steel manufacture of which this city will soon witness the evidence of how far the company intends to enlarge its usefulness. In the intricate details of the immense business of which he is manager, he is thoroughly familiar, and by his long experience, and constant familiarity with every branch of industry, he comprehends at a glance its full extent and scope.

EDWARD CLEVELAND LYNDE.

One of the most gifted of the gentlemen connected with the control of the home management of the vast interests of this company in Scrantan, is Edward Cleveland Lynde, the Secretary. He was born at Wilkes-Barre, Pa., July 22, 1831, and is a descendent of Joseph Lynde, of England, who settled at Boston, June 2, 1712.

His father John W. Lynde settled in the Wyoming Valley in the year 1830, and now resides with his son at Scranton at the ripe age of eighty-six years. His mother died when he was six years of age.

He enjoyed the advantages of the best of private schools afforded at that time, and finished his scholastic training at the old academy which then stood in the public square in the present city of Wilkes-Barre.

At sixteen years of age he left his home at Wilkes-Barre and went to the city of New York, and secured a position as junior clerk in an extensive wholesale dry-goods house, where he remained for several years. In 1852 he engaged with the Baltimore Coal Company at their works at Wilkes-Barre, as an accountant, where he remained until at the solicitation of Selden T. Scranton, Esq., the first president of the Lackawanna Iron and Coal Company, he came to Scranton, then known as Harrison, on the 25th of April, 1854, to assist in merging the accounts of Scrantons & Platt into the above-named company; the latter having been organized on June 10th, 1853.

In 1857 he was made assistant general accountant of the company, and in June, 1858, was given charge of the general books, which position was so filled to the satisfaction of the Board of Directors, and resident managers, that on the 29th of December, 1859, he was elected Secretary of the company, succeeding James H. Phinney, which position he holds to the present time.

Enjoying the fullest confidence of the Board of Directors, and of their late President, Mr. Joseph H. Scranton; he has from time to time received substantial evidence of their appreciation, and was given by the latter during his absence in Europe, charge of the general business at Scranton, with results that were expressed as highly satisfactory. After the death of Mr.

Scranton in June, 1872, he was officially placed in charge of the offices and accounts at Scranton, the financial arrangements there, and the shipments of the general products of the works.

EDWARD PAYSON KINGSBURY.

Edward Payson Kingsbury, now Assistant-Treasurer of the company, was born in Honesdale, Pa., May 19th, 1834. His father came from Vermont, his mother from Connecticut, where her ancestry dates back to the Mayflower, direct to Samuel Fuller, who was one of the signers of that memorable compact in the cabin of that historical vessel.

His father, Hon. Ebenezer Kingsbury, jr., was Speaker of the Pennsylvania Senate in 1840, having been elected from the counties of Luzerne, Monroe, Wayne and Pike.

His death is announced as having taken place on the 16th of April, 1844, aged forty years.

At the age of twenty, he commenced the study of law with the Hon. Judge Jessup, of Montrose; and after he had acquired his profession, pursued it for four years in that town. He then removed first to Carbondale, and from thence to Honesdale, where he continued to reside till death.

He was for four years a member of the Senate, and while in the capacity of Speaker discharged his duties with fidelity and honor.

From the year 1833 to 1840 he was the editor and proprietor of the *Wayne County Herald.*

While at Harrisburg, a member of the Senate, he acquired a powerful influence. It is to his services as Chairman of the Committee to investigate the election frauds in 1838, which came near involving this State in a civil war, that the people of this Commonwealth owe a debt of gratitude they can never repay. The report of that committee settled the question, by making the frauds in the ballot-box so obvious that they could not be denied, and the consequence was a yielding and coming over of enough of the party opposite, and thus the State was saved from anarchy.

Edward went to common schools until the age of twelve, when the death of his father rendered it necessary for him to terminate his scholastic career, and thus early he put himself afloat upon the great restless tide of life, by entering at that tender age, the tobacco store of H. E. & J. N. Conger, of Honesdale. He remained in their employment about a year, then engaged himself to the drug store of Dr. Dwight Reed, of the same place, remaining another year, after which he entered the hat store of John A. Brink, still confining himself to his native town, and on the 13th of February, 1860, came to Scranton and entered the grocery department of the store of Scrantons & Platt.

For four years he remained herein employed, when he was promoted to the dry goods department in which he served one year, when he was further elevated in the confidence of his employers by being taken into the office. While here, he was appointed to a still more responsible position—that of cash keeper.

Mr. Kingsbury was elected assistant treasurer of the company December 29, 1859, a position which he has ably filled until the present date.

Outside of these immediate duties, he was appointed Notary Public by Gov. Curtin, and since that time has continuously held the same position.

On many occasions has he presided at both city and county political conventions, displaying more than ordinary tact and ability as a parliamentarian.

WILLIAM MANNESS.

A long, well-tried and hearty co-laborer in the Lackawanna Iron & Coal Company, is the subject of this sketch, Mr. Wm. Manness.

He came from New Jersey, where his parents resided, to the Lackawanna Valley, in 1840. On the 10th of September he commenced a busy life by staking out the first furnace for the company, and to the present day his whole energies have been given to the corporation, unceasingly and faithfully.

He has figured more extensively in the lumber and building department. All of the build-

ings ever put up by the Lackawanna Iron & Coal Company, were erected under his superintendence.

All of the depots on the Southern Division of the Delaware, Lackawanna and Western Railway, from Scranton to Stroudsburg were built by him, also the shanties of the northern division of the same line, as far north as Clark's Summit. He built for this company, the depot building at Scranton, and the machine shops were constructed by him in 1851 He furnished the lumber of the trestle work and bridges for the same company as far as Factoryville and Tunkhannock. He is now engaged in putting up the vast steel works for the company.

In addition to all this, evidences of his mechanical skill and handiwork are visible in every quarter of the city of Scranton. He built the residence of Col. George W. Scranton, then a towering pride of the city. Later he superintended the building of the palatial mansion of Joseph H. Scranton. The Wyoming House is a monument of his industry, the First National Bank, the Presbyterian Church, are others, while to these may be added St. Cecilia's Academy; the Cathedral of St. Vincent de Paul; the Trust Company's huge edifice; the Scranton House, and many others.

He is an inveterate worker, and a man of enlarged conceptions. Careful, studious as to his plans, and conscientious in dealing with his fellow man, he exhibits much of the genuine sterling worth of a class of men, now passing away.

CHARLES F. MATTES.

In the general chapter entitled the Lackawanna Iron & Coal Company, mention was made of Mr. P. H. Mattes, who joined the pioneers of the corporation. His son, Charles F. Mattes, is a survivor, and at present numbered with the Company's men who have devoted their lives to the upbuilding of the institution.

He came to Roaring Brook in 1841, entering the store as a clerk. He was afterwards connected with the furnaces, and later was Superintendent of the Rolling Mill, and still later was made Superintendent of the furnaces and engines. For a long period he had a general supervision of the coal and iron mines at Scranton and in New Jersey.

At all times, he has been looked upon by the company as a general aide-de-camp, to be trusted in every position, for he has been in all of the departments outside of the office, and still acts in a general and extensive capacity, serving the company in any need that may require him.

Mr. Mattes is recognised by every one who has ever known him, as an exemplary citizen. Unpretending, self-sacrificing, he has for his lifetime served the company with unselfish motives to a remarkable degree

RICHARD O. OLMSTEAD.

Mr. Richard O. Olmstead, another of the faithful attaches of this company, came to Scranton in 1843, from Easton, and entered the service of the company as clerk. He has been connected with the merchandizing department continuously to the present date, and is regarded as a devoted and consistent Christian gentleman.

In a future chapter a sketch of the President, Moses Taylor, will appear in connection with the history of the Delaware, Lackawanna & Western Railroad, accompanied by a correct portrait, from a photograph by Brady, of New York.

CHAPTER XXVIII.

DELAWARE AND HUDSON CANAL COMPANY.

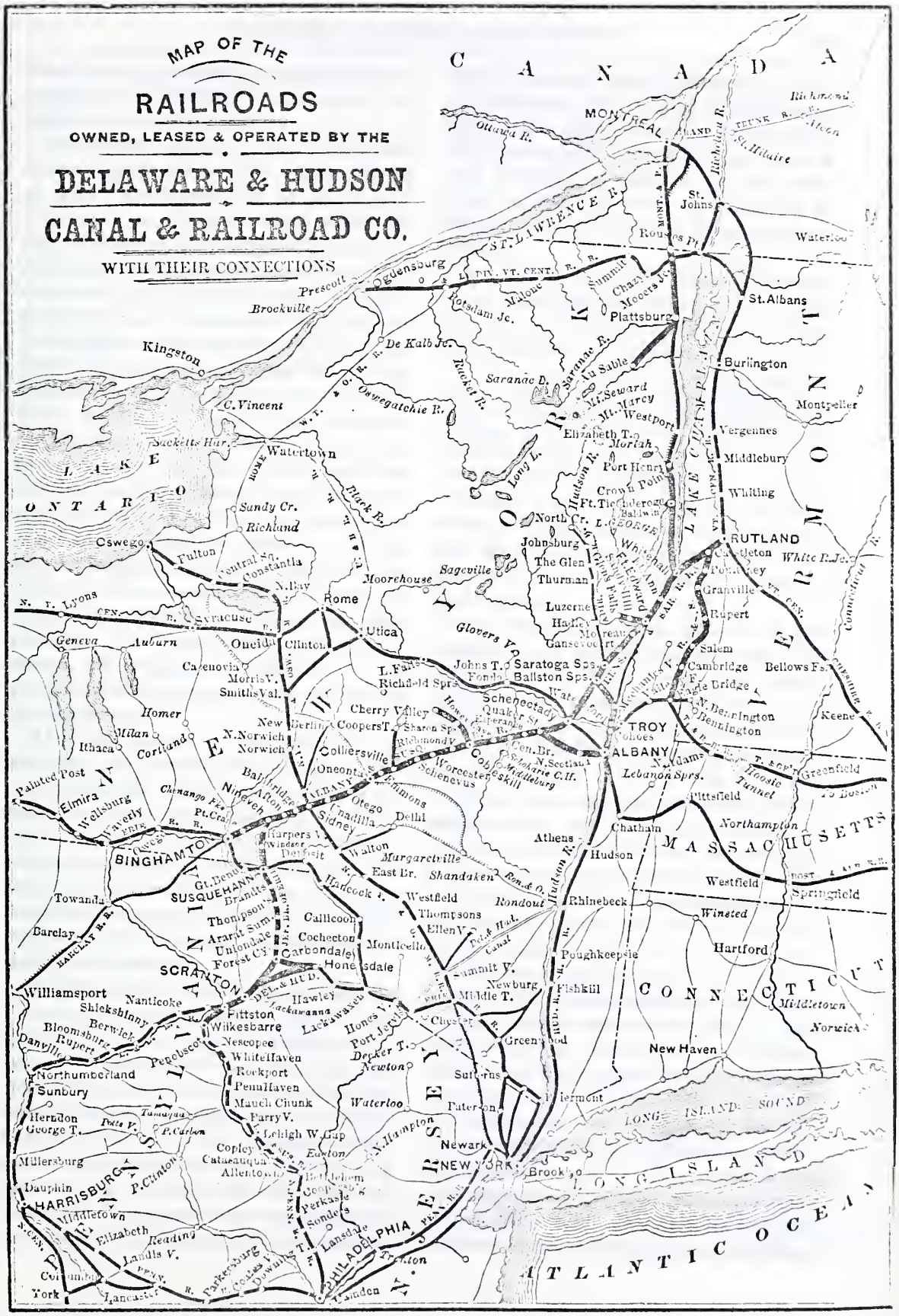
"And in still groves
Where mild enthusiasts tuned a pensive lay,
Of thanks and expectation, in accord
With their belief, I sang Saturnian rule
Returned—a progeny of golden years
Permitted to descend, and bless mankind."
—WORDSWORTH'S "EXCURSION."

This company, the pioneers in developing the coal interests of the Lackawanna Valley, from small beginnings, has risen to be one of the largest, wealthiest, and most respected institutions in the country, and throughout the entire section traversed by its improvements, it has the entire confidence of the people in an eminent degree, which its management has earned by an unbroken record of prompt, honorable dealing in all its transactions, public and private.

Its early history is an interesting one, more like a romantic rehearsal than a chronological record of events. Financial dangers of a formidable character had threatened its existence; legislative bodies were moved by the levers of personal jealousy and fancied rivalship to crush it in its infancy; and this too, at the instigation of men who, for their private fortunes, and social positions in life, were indebted solely to the very operations they were seeking to arrest. The hollow, absurd cry of monopoly was raised against it, and this also at a time when the shares originally costing $100 each, had been for six or seven years on the hands of the stockholders without yielding a single dividend, and had, therefore, in effect cost about $140 per share, and could actually be bought in the market at that time, for from $60 to $70 per share, or half what it had already cost. Even further, at one time a crisis occurred in its history when nearly an unanimous vote was ready to declare in favor of surrendering the whole concern to the Legislature, because of the heavy strain which was pressing it toward financial ruin.

The close of the war of 1812, left charcoal at ruinous prices; this was occasioned by the interruption of commercial intercourse between Liverpool and Virginia, which cut off the supplies of fuel almost completely. Men familiar with the nature of anthracite coal attempted to relieve this embarrasment, if possible, by the introduction among manufacturers of this new kind of fuel. This hearty endeavor brought to the surface a young merchant of Philadelphia, named William Murts, a self-reliant and determined man, to whose genius more than any other man on record belongs the glory of first pushing into the wilderness along the Lackawanna river to secure coal, and for it, an outlet.

His explorations commenced about 1812, and his first hope, founded upon the obscure knowledge attainable at that early day of the contour and geological structure of the country was to trace the coal up the valley of the Lackawanna, following the course of the mountain ranges and elevations, to the Delaware River, and by a careful survey of the gaps, Rixe's, Wagner's, and Cobb's, with a view of finding a passage to the head-springs of the Lackawaxen, through whose waters it was supposed that coal could be carried, thus affecting an eastern market. His



MAP OF THE

RAILROADS

OWNED, LEASED & OPERATED BY THE

DELAWARE & HUDSON CANAL & RAILROAD CO.

WITH THEIR CONNECTIONS

researches were extended by himself and subsequently by his agents, over the central and northern portion of the valley.

An accidental incident at this period, which lends a romantic charm to the rugged pathway of young Wurts, seemed to be providentially cast in his way. While searching up and down the Lackawanna he came across a hunter, named David Nobles, familiar with places where black stones could readily be pointed out. The State of Pennsylvania had not at this time withdrawn its prerogative of imprisonment for debt, and Daniel Nobles, struggling in vain with poverty, being threatened for a trifling debt by an extor tionate neighbor in the adjoining county of Wayne, fled to the woods with his gun to avoid the officer and jail. Mr. Wurts found him rambling over Ragged Island, heard his pitiful tale, and, after replenishing his purse to the extent of the liability, employed him to hunt coal and bring knapsacks of provisions over the mountain from the township of Canaan, in Wayne County, where a few farmers seemingly prospered. He became during the summer months, the inseparable companion of the pioneer, sounding his way up the windings of the Lackawanna.

After the discovery of vast bodies of coal upon lands, the possession of which was essential in maturing the original purpose, Mr. Wurts used Nobles as an agent in securing good purchases, because of his rough exterior, in order to avoid the suspicion that any capitalists were endeavoring to control vast quantities of acres, so prejudicial was the narrow minded yeomanry at that early date of monopoly, of anything that looked like an innovation.

By such artifices, honorable as ingenious, Mr. Wurts secured control of several thousand acres of coal land in the county of Luzerne, in the year 1814. The cost of the soil at this time was but fifty cents to three dollars per acre. The average value at the present time ranges from $1,000 to $2,000 per acre. The giant timber spread over it was of no account, and much of it upon the site of Carbondale was felled and burned away to prepare it for the reception of the cabins of the workmen. These purchases included the region where Carbondale and Archbald are located, with a portion of the intervening land, and a small section in Providence, on the Anderson farm, above Cobb's Gap, where in 1814, he opened the seven and nine feet veins of coal to obtain specimens for exhibitions in Philadelphia, New York, and other sections of country.

Hon. Paul S. Preston, of Stockport, Pennsylvania, a warm friend of Col. George W. Scranton and the Erie road, in a letter to the Auburn *Daily Advertiser*, of January 19th, 1849, writes:

"In the year 1814, I heard my father tell Maurice Wurts, in Market street, Philadelphia, "Maurice, thee must hold on to that lot on the Lackawanna, that you took for a debt of David Nobles, it will be very valuable some day, as it has stone coal on it and under it.'"

Maurice Wurts, above referred to was a brother of William, and from this date, 1814, their labors were united in their endeavor to develop the anthracite coal beds of the Lackawanna region.

The building of the Pacific Railroad will not compare in any acceptable sense to the early efforts of these two hardy men in a forest undertaking to reach the civilized world, with a commodity that carried with it prejudice instead of favor. They hardly knew rest from body, soul, strength, and mind. They slept in the woods; fared like barbarians; were beset with natural obstacles; were devoid of capital sufficient to see the way clear ahead of them; were ridiculed as adventurers; were persecuted by their neighbors; were hindered by malicious falsehoods; and traduced by rivals, until their sublime mastery commanded respect.

In the year 1816, they made an attempt to transport the coal already mined to the Wallenpaupack, or some stream leading into it. The whole summer of this year was spent by Mr. Nobles in clearing Jones's Creek, of the interlocking logs and drift-wood. After a raft had been constructed, two sled-loads of the first coal ever carried from the Lackawanna coal region, were loaded upon it. This stream is one of the upper and larger branches of the Wallenpaupack, being eight or nine miles from the coal mines opened in Providence, and was select-

ed as one of ample capacity to carry light rafts and small cargoes down to the Paupack. A long heavy rain had so swollen the volume of water, that when the raft swung out into the current with its freight of black diamonds, it ran safely for a distance of nearly a mile, when, encountering a projecting rock, the frail float went to pieces, and the coal sank into the flood. This unfortunate mishap was not allowed to affect the maturing of the grand scheme of their minds, and they turned their attention to the slackened waters of the Wallenpaupack, one of the tributaries of the Lackawaxen, about twenty miles distant from the coal beds to this point; then coal was drawn on sleds by slow ox teams on the old Connecticut road from the Delaware, where it could be floated to Philadelphia. But, the staid old notions of that modest city, did not appreciate the black stones, and "blowing" and "stirring it up" would not make it burn. They had seen the black stuff before; had seen it put the fire out when it was "dumped on" (for grates had not been introduced affording draft), and true to their economy they broke it up for street gravel and sidewalks.

This route was abandoned as a complete failure, and what little coal had passed over it had incurred a ruinous expense. Operations farther up the valley in the wilderness, in the vicinity of Rixe's Gap were next attempted. Here we find them mining at a spot now called Carbondale. This was in 1822, and ten years of failures and sad disappointments had elapsed since the time when the proud young merchant of Philadelphia had appeared on the scene. Ten such years are rarely recorded in the history of men.

Nothing daunted, however, they still adhered to their mission. At these mines (there were but two, designated on their rude map by a couple of dots, called north and south mines), these determined veterans kept their force at work until late in the fall, forming a sort of encampment in the woods, sleeping on hemlock boughs and leaves before a large camp-fire, and transporting their provisions for miles upon horseback. The mine was kept free from water by a rude pumping-apparatus moved by the current of the river, and when the accumulation of ice upon it obstructed its movements, a large grate made of nail-rods was put in blast, in which a fire of coal was continually kept burning and removing the difficulty. In this slow, laborious manner, they succeeded at great expense in taking out about eight hundred tons of coal, which they intended to have drawn upon sleds over the mountain through Rixe's Gap to the Lackawaxen during the winter, in order to be floated down the Delaware to Philadelphia in the spring.

A new misfortune awaited them; the winter which succeeded these trying efforts was unusually mild, the snow falling in limited quantities, remaining on the ground but a few weeks at the most, and high winds prevailed which heaped it in drifts, leaving part of the highways bare, and the remainder difficult of passage. Only one eighth of the summer's labor, or about one hundred tons were drawn to the rafting place, by the way of Cherry Ridge.

Arks were found to be too expensive, and easily damaged in their downward passage. Instead, they resorted to rafts of dry pine trees, as before-mentioned, and succeeded in finding a market at last, in Philadelphia at ten and twelve dollars a ton. At these figures it was estimated that a remunerative profit could be realized on coal transported in this manner, or even in arks, provided the navigation of the Lackawaxen was made safe by practical slack-water improvements.

About this time it became generally known that inexhaustible mines of stone coal existed in the Lehigh, the Schuylkill, the Susquehanna, and the Lackawanna. The coal of the two former valleys, from their proximity to Philadelphia would unquestionably first be carried to that city, and from thence find its way to the markets along the sea-board. No coal having been discovered in the State of New York, it was deemed an object of primary importance, to supply the great commercial metropolis with this excellent fuel, by a shorter and more direct communication.

An inspection of the map of Pennsylvania, showed the Lackawanna Coal Valley, extending more than forty miles in a north-easterly direc-

:ion from the Susquehanna—its head waters interlocking with the tributary streams of the Delaware, and less than a hundred miles distant from the North River. This extraordinary fact forcibly struck the minds of the Messrs. Wurts and their friends. They conceived the project of improving the navigation of the Lackawaxen, and of making a canal from the Delaware to the Hudson, along the valleys of the Neversink and the Roundout. Such a canal when completed, would form an uninterrupted water communication between the city of New York and Keene's Pond, at the head of the Vanorka Branch of the Lackawaxen—leaving a portage of only nine and a half miles from that point to the coal mines on the Lackawanna.

This splendid scheme of improvement, promised a golden harvest to the projectors, and should have commanded the unqualified approbation of the people, but here, these noble-minded pioneers were beset with almost every conceivable impediment which a selfish and bigoted people could thrust in their way.

On the 13th of March, 1823, the Legislature of Pennsylvania passed an Act authorizing Maurice Wurtz to improve the navigation of the river Lackawaxen; on the 23rd day of April in the same year, the Legislature of New York incorporated the Delaware & Hudson Canal Company. By the former Act, authority was granted "to levy a toll on all commodities passing down that river, if improved by slack-water navigation, of twelve-and-a-half cents per ton per lock;" and by the latter it was enacted, "that the toll on stone coal should not exceed eight cents per ton per mile." In 1824, a pamplet was published by the Wurts brothers, as proprietors of the Lackawanna coal mines, containing an estimate of transporting coal from those mines to the city of New York by the Delaware and Hudson Canal, together with the reports of Judge Wright and Colonel Sullivan, under whose direction the route of the canal had been surveyed, and whose opinions were favorable to the project.

The original Act of the State of New York, authorized the company "to make a canal between the rivers Delaware and Hudson." On the 7th of April, 1824, a supplement was passed enlarging the capital from $500,000 to $1,500,000, with authority to extend the canal from Carpenter's Point to the mouth of the river Lackawaxen. A second supplement was obtained in November of the same year, by which the company was permitted "to employ $500,000 in the business of banking, and to establish a banking house in the State of New York."

About this period also, Professor Griscom, of New York, was engaged by Messrs. Maurice and William Wurts to visit their coal mines on the Lackawanna. He make a favorable report of the quality and immense quantity of Anthracite coal in this region, with a special reference to the superior location of the mines belonging to these gentlemen.

Being now fortified by legislative sanctions, the projectors boldly entered the money market of New York, and displayed to capitalists their magnificent scheme. They offered mines rich and inexhaustible—the exclusive command of the coal trade in that direction, and a bank charter. The profits on coal would be immense, it could be delivered in New York, after paying all charges, for an estimated price of three dollars per ton, and was then selling for ten or twelve dollars per chaldron. In Europe, as they represented it, every canal supported by the coal trade had yielded an abundant revenue; the stock had risen an hundred, and in some instances a thousand per cent., merely from tolls. The canal would be able to transport 300,000 tons per annum to market when in complete operation, and the profits of a few years would be sufficient to replace the capital expended. Besides the coal, it would be in the power of the company to monopolize the lumber of all the branches of the Lackawaxen, of the Delaware, and the Susquehanna—abounding with forests of white and yellow pine. While they were diverting from a rival city a rich and valuable trade, they would augment the tolls of the canal and aggrandize the commercial metropolis. Such were the arguments put forth by what was denominated an address of the Coal Mine and Navigation Company, just before bearding the monied lions of New York. In this sanguine strain let it be understood, the Messrs. Wurts

had infused an equal amount of earnestness and sincerity, although the crude notions concerning machinery to ship from one lake or pond to another seem, at the present age of improvements, an absurdity.

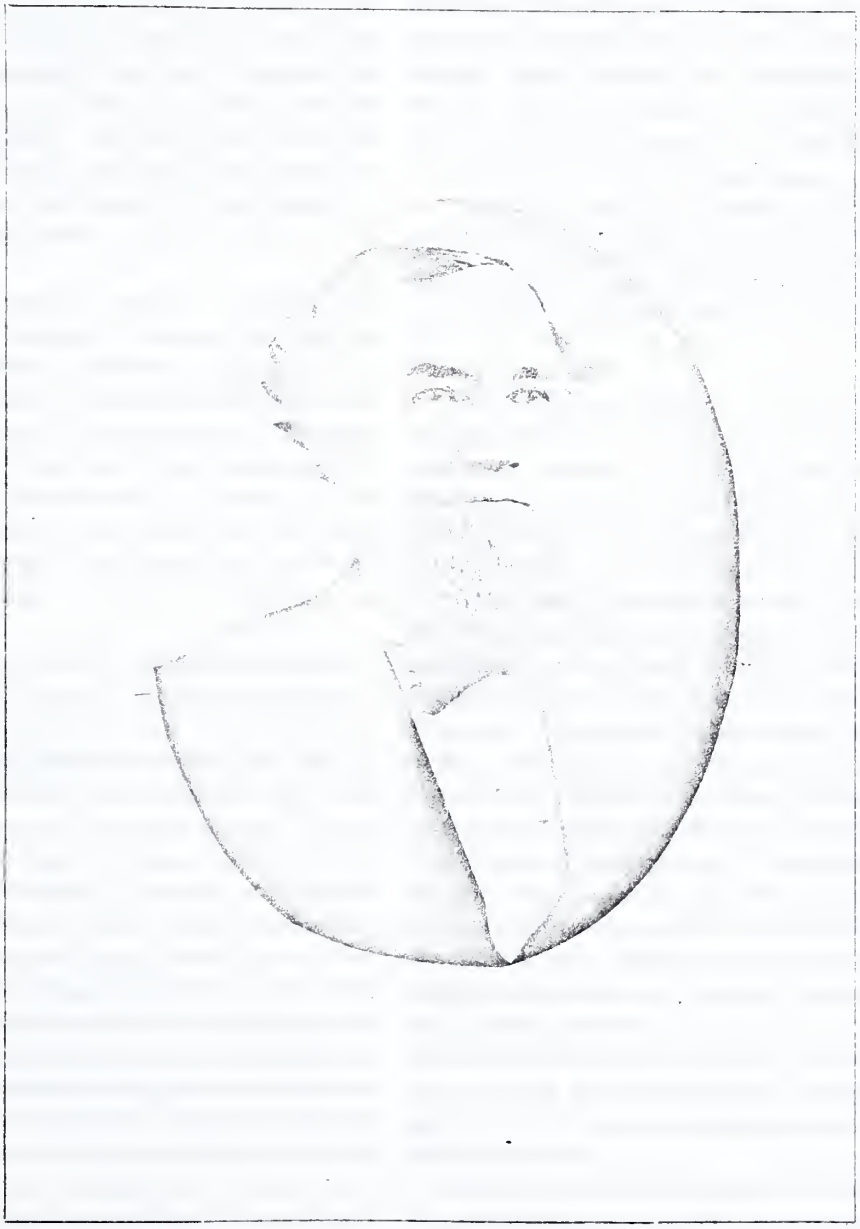
Early in January, 1825, the Commissioners appointed under the Acts of the State of New York for that purpose, opened the books to receive subscriptions to the stock of the Delaware & Hudson Canal Company. And now; the light began to herald a dawn of better times for the long dwelt on scheme of the indefatigable brothers. Such was the rage for speculation in coal mines, that the capital stock of one million and a half was instantly subscribed, and the company soon after became legally organized.

On the 4th of February in this year, Mr. Duncan, Chairman of the Committee of the Senate of Pennsylvania, to whom was referred the resolutions relative to foreign corporations, made his report, which excited much attention abroad. He contended "that a corporation in this State has not the power to hold lands in mortmain, without the license of this Commonwealth, and that lands conveyed to trustees named in the deeds of conveyance in trust and for the uses of the Company, as declared in the deeds, are subject to forfeiture."

This report had its significance in relation to the Delaware & Hudson Canal Company, and it was thought advisable to obtain a declaratory Act in their favor. Mr. John Wurts, a new character in the grand drama of progress, was therefore deputed to Harrisburg, and introduced a bill into the House of Representatives, making it lawful for "the president, managers, and company of the Delaware & Hudson Canal Company, by, and with the consent of Maurice Wurts, his heirs, or assigns, to improve the navigation of the river Lackawaxen, and of any one of its branches, in the same manner authorized and provided by an Act entitled 'An Act to improve the navigation of the River Lackawaxen," passed the 13th day of March, 1823; and that the said company shall hold and enjoy the same, as fully and effectually as the said Maurice Wurts, his heirs, or assigns might or could do, &c.; and it shall be lawful for the said company to purchase and hold any quantity of lands, situate within ten miles of the river Lackawanna, not exceeding five thousand acres."

After elaborate surveys and examinations, it was determined to locate the head of the canal at Honesdale; when it was found that a railroad of sixteen-and-a-half miles in length would be required to reach from thence to Carbondale. On the 5th of April, 1826, a further supplement to an Act, entitled an "Act to improve the river Lackawaxen," was therefore obtained by which the company was authorized "to construct a railway or railways from the coal beds owned by the company to the forks of the Dyberry, on the river Lackawaxen," &c.; and to "collect and receive by toll on the said railroad," &c.

The first Board of Managers was elected on the 8th day of March, 1825. Philip Hone was the first president of the company, his first annual report being made in 1825. The engineers having completed their surveys and estimates, reported the same to the managers, with their opinion as to the best and least expensive route. They recommended the construction of an independent canal, instead of a canal in part, and a slack-water navigation in the Roundout, Delaware and Lackawanna Rivers, and between the great rivers. The managers after due deliberations, decided on prosecuting the work mainly, according to the recommendation, and adopted the valley of the Roundout, Thirty-four sections were advertised to be let on the 13th of July, 1825. On that day the President, attended by a large concourse of citizens, delivered an appropriate address, and performed the ceremony of opening the ground upon the summit level, forty miles from the Hudson River. Contracts were at the same time made for all the sections prepared for letting. At several subsequent periods, portions of the work were let between the summit and the Hudson River, and on the 6th of December of the same year, a committee of the managers attended the letting which placed under contract the remainder of the line, from tide water on the Hudson, below Eddy's Factory, to Montgaup, on the Delaware River, being sixty-five miles, which included the



J. C. PLATT.

most formidable difficulties (and to the unpracticed eye of many individuals, apparently insurmountable), on the whole of the projected work. This line of the canal, passing through a valley by which, at some distant period, the Delaware poured its waters into the Hudson, is supplied by numerous streams issuing from the mountains; the Roundout River, which empties into the Hudson, and the Neversink, which empties into the Delaware. The supply of water was found to be ample, and indeed superabundant, and placed at the disposal of the company a valuable water power at several points on the canal.

To guard against drouths, of which that summer had furnished a warning caution, the engineers deemed it advisable to bring in the Neversink River. This added $30,000 to the original estimates of the engineers, but it gave a continued level for sixteen miles, supplied water in descending towards both the Hudson and the Delaware, lessened the descent to the latter about twenty-two feet, and reduced the ascent the same number of feet in the valley of the Delaware.

The estimated distance from the tide-water of the Hudson to Saw Mill Rift, on the Delaware, upon the first projected line of the canal, was sixty-four miles, and the estimates had been revised, and although the Neversink had been brought in at the increased expense, above-named, and an aqueduct across the Roundout had been built entirely of stone, at an additional expense of $5,000, Judge Wright assured the company that the saving would be at least $44,000 and a strong probability existed, that the work would be performed at an expense less by $50,000 than the estimates which the managers had before them when they determined on the prosecution of the work. From the termination of the line then under contract to the mouth of the Lackawaxen river, is about fifteen miles. Reasons sufficiently strong induced the managers to abandon the plan of a slack water navigation on the Delaware, and to construct an independent canal on the New York bank of the river.

It was stated by President Hone in his first report that a route which would combine the greatest advantages both in the procuring of coal and in affording inducements to a connection with the Susquehanna, at a point west of their termination, would be adopted, and instead of incurring the expense of building locks to overcome a considerable elevation within the space of a few miles, that an inclined plane and railway would probably be substituted, and thereby reduce the expenditure about $100,000 below the original estimates; and, he adds:

It may also be stated that coal, almost unlimited in quantity, and of an excellent quality, is the property of the company; that this coal is so easy of ignition, and supports combustion so well, that a fire made of it can be graduated to the temperature of the weather, a quality to say the least, which is not found in all anthracite coal."

On the 4th day of March, 1828, President Bolton submitted his second annual report for the year previous. A bill had been granted since the last report, by the Legislature of New York, giving a loan of the credit of the State of New York, for five hundred thousand dollars. It was no small gratification to the Company, that this legislative aid was granted on its simple merits, and on the ground of public utility. This act offered a strong inducement to pursue honorable ends by honorable means, and to faithfulness in performing all the duties imposed on the corporation. It relieved the Board of Managers from the pecuniary difficulties with which they were threatened, and assured the completion of the great work in which they were engaged—a work not inferior in quality to any other—and for rapidity and cheapness of execution, was without a parallel in our country. It conferred, also, a lasting benefit on a large and populous portion of the State of New York, by furnishing at a reduced price an abundant supply of a species of fuel that was daily appreciating in the public estimation.

At that period, the preference for anthracite coal was steadily gaining over all other kinds of fuel for all domestic purposes, its superiority in cheapness and effect in generating steam, was beginning to be understood, both in New York and Pennsylvania, and it warranted the belief that, ere long, it would become the most

favored article for the same purpose in steamboats. To the present age, it may be of interest to state, that the managers were highly elated in announcing in 1828:

"That a steam-engine of one hundred horse-power, had worked twenty four hours with three tons of anthracite coal; that another, of eighty horse-power, consumes one chaldron and a half during the working hours of each day, and other smaller engines in proportion; with the additional advantage of dispensing with the firemen and laborers usually employed with other fuel, the engineer alone, being adequate to all the service of supplying fuel, and attending these engines that work during the day only."

Now that the State loan had been obtained, authorizing contracts were let for completing the canal from the narrows of Lackawaxen to the forks of the Dyberry. Here it was determined to stop the canal, and from thence to construct a railroad to the coal-mines, a distance of fifteen miles, nearly. This termination of the canal was seven miles short of that which was suggested in the original plan.

A turnpike road had been constructed from Carbondale (the coal mines), to the Milford and Owego turnpike, and another from the head of the canal, to intersect this turnpike, six miles lower down. Over this road, coal was hauled by common teams to the head of the canal, at two dollars and twenty-five cents per ton, on sledges, and at two dollars and seventy-five cents per ton on wheels.

Carbondale, as a place of deposit for the west, it was prophesied, would become a village of some importance. The railroad terminating there would furnish a conveyance to and from the canal, cheaper by nine-tenths than by common teams. The road, too, which connected the main turnpike with the canal, would always be beneficial in furnishing an easy communication between the country and the canal, and being accepted as a public road, would be kept in repair at the public expense.

The construction and use of railroads was new in our country. Only one, of a few miles length, had been tested by a winter's cold, and another was a temporary and imperfect work. Differences of opinion existed among the engineers in England in various particulars, but all agreed in their great superiority over turnpike roads, and in their near approach to canals in respect to cheapness and facility of transportation. Under these circumstances, it was deemed advisable to submit the chief engineer's plans to the examination of Judge Wright and Professor Renwick, not from any distrust of the capacity or skill of the chief engineer, but from an adherence to that system of caution which hitherto had been observed in all the measures which the pioneers of this great enterprise had taken in hand.

With the sanction of such high authority, the company proceeded in executing the work of building a road and its appendages, under a firm conviction that it would serve as a model for future works of the kind in this country. The construction of the railroad at that early day was of timber, so arrayed as to ensure durability (!) with rolled iron plates, securely fastened to the timber rails with screws. Upon a comparison of the cost of the iron plates in this country, with their cost in Europe and expense of delivery here, it was determined to import them; and Horatio Allen, Esq, an engineer, well qualified for the service, was engaged. He sailed for Liverpool to procure and superintend the manufacture of the plates, to procure the locomotive engines, and obtain information of the latest improvements in works of the same kind in England. Superior accuracy in forming the plates, a fact admitted by the oldest manufacturers in this country, and of great importance in avoiding friction and giving steadiness to the motion of the carriages, and an estimated saving in the cost of about eighteen thousand dollars, offered inducements to sending to England for the plates.

By reference to Chapter xvii, of this work, page 76, will be gathered the facts in detail concerning Mr. Allen's trip to Europe, and his subsequent purchase of the first locomotive engine ever placed upon a railroad track on the American continent.

In the year 1830, while the company was pushing to the utmost its endeavors, the sentiment of the people, or rather, a portion of the inhabitants of Northeastern Pennsylvania, changed to an alarm. It was feared that the

Delaware & Hudson Canal Company would eventually become a gigantic tyranny, and ruin personal interests in that section of the State through which its arms were stretching. To counteract this growth of a fancied property despotism, indignation meetings were held, and in that year there appeared a pamphlet, addressed to the people, the title page of which read as follows:

MONOPOLY IS TYRANNY!

OR

AN APPEAL

TO THE

PEOPLE AND LEGISLATURE

FROM THE

OPPRESSION OF THE

DELAWARE & HUDSON CANAL CO.

DUNDAFF, SUSQUEHANNA. COUNTY,

PENNSYLVANIA.

PRINTED BY
S. HAMILTON,
1830.

The questionable appeal starts out with the following prelude:

"It becomes a painful but imperious duty, to appeal to the people, from the oppression and monopoly of a powerful foreign company, which threatens to absorb all our most valuable rights, privileges, and trade, to the destruction of some classes in society, and to the injury of all."

Here follows an elaborate description and defining of a monopoly, in which the author quotes history from the commencement of the 17th Century, when the English East India Company obtained their first charter, and endeavored to exclude all adventurers from the India trade. It quotes the celebrated case of Sands, in 1664, wherein the Lord Chief Justice Pollfexen, proved that that company was a monopoly: that all monopolies were contrary to the Stat. 21, James I., which declares them to be against the common law, to Magna Charta, and to divers other statutes, which enact that all letters patent and commands, to the contrary of the freedom of commerce, shall be void; and it further states that as late as 1815 even Parliament was compelled to listen to the reiterated remonstrances of the people.

Having explained the character of monopoly, its pernicious tendency, and its hostility to natural and chartered rights, it proceeds to show the origin of the Delaware & Hudson Canal Company—the principle upon which it was founded, and the spirit that had influenced its councils and operations to this time.

Here is given in detail each successive step of progress from the advent of Maurice Wurts and some of his intimate friends who had purchased sundry tracts of coal land at, and in the then village of Carbondale. The acts of the Legislatures of the States of New York and Pennsylvania were commented on, and construed in a distorted and selfish manner. The statistics which had been given to the public by the officers of the corporation were severely criticised, and in the total twenty-eight pages, the most caustic strictures are applied to the management of the company, concluding with the following:

"Let the people engaged in the river trade, whose property has been destroyed—nay, whose very lives have been jeopardised in passing the dams in the Delaware and Lackawaxen—reply. By excluding individuals from the railroad, and thereby monopolizing the coal trade of the whole Lackawanna Valley—as well as by other acts already referred to, it has manifestly inflicted deep wounds upon the general prosperity of the country, and 'abused the privileges' granted in its charter.

"Will these abuses be tamely submitted to by the people? Will they remain careless spectators of the misery and ruin brought on innocent individuals, by the daring violation of chartered rights? Can they continue silent under the constant encroachments and oppression of a powerful foreign company, whose chains will soon be rivited upon them? For the honor and welfare of the community, we trust not. Let them instantly and fearlessly unite in petitioning the Legislature for the appointment of competent engineers to examine whether any of the works or improvements on the Delaware and Lackawaxen, have rendered the channel of those rivers less safe and convenient than they were, in their natural state; that the engineers should proceed immediately on this duty, and report to the present session of the Legislature. Let them also apply for the appointment of a committee with power to send for persons and papers;

and to enquire whether the Delaware & Hudson Canal Company have not misused or abused the privileged granted them. Such a petition, the Legislature of this State would never reject."

As will be seen by the foregoing, it was the purpose of this circular to create a powerful feeling on the part of the people, just before the Legislature would assemble, and thereby control the action of the Representatives; but it failed to accomplish its desired mission.

The company went into the next session of the Pennsylvania Legislature, and convinced that body that they were honestly endeavoring to develop the great resources of the northeastern section of the State, and proof abundant was submitted that the funds of the company had been totally expended to that end. The depreciated finances attested this too plainly, and sympathy was begotten for the enterprise as one that had wrought great works, and which must in time to come prove to be a great blessing to the wilderness of the section in which it was located. Time has confirmed this opinion, and the populous cities and towns along its route are the flattering evidences of its faithfulness to the trust committed to this vast industry.

The report for the year 1832, was made by a new president—John Wurts—giving in outline the action of the year previous. Owing to the depressed state of the credit of the company, it was found necessary to apply once more to the State of New York for aid, which was granted to the amount of $300,000 for seven years, thus making a total of $800,000 received from that source. In applying the last loan to the extinguishment of the debts and liabilities of the company there still remained a balance of $75,500 against it, thus showing that the mammoth undertaking was being placed in readiness to fulfil its destiny.

Coal had by this time been more thoroughly experimented with, and indications pointed to a growing demand. In generating steam, particularly, it was found to have decided advantages; and in connection with these efforts, to increase the consumption on shore, the management was not insensible to the importance of inducing the use of coal in steamboats. In this (though attended with more difficulty), considerable progress had been made; at three of the ferries on the East, and one on the North River, Lackawanna coal had been for some time used in their boats, with entire success. During the summer of 1831, it was also used with advantage in larger steamboats belonging to the port of New York, and it was understood that the example of these boats would be followed in the spring by others that had been altering their machinery during the winter. Although what had been done was considered rather as an experiment, and susceptible of much improvement, yet the attention of those interested in steam navigation had been drawn to the subject in such a way as to warrant the conclusion that Anthracite coal, would, ere long, become the common fuel for steamboats.

As a general result, a large portion of the Lackawanna coal vended during that year was consumed in manufacturing establishments also, and for these purposes, it had deservedly acquired a reputation that would thereafter insure for it a large market among this numerous class of consumers, while it was steadily advancing in public favor as a fuel for the house grate. Under these circumstances, the company could with confidence dismiss all apprehension as to a market for the coal.

From the spring of 1830 to the spring of 1831, the total consumption of Anthracite coal was 127,000 tons. From the spring of 1831 to that of 1832, the total consumption was 228,000 and the market would have borne 20,000 to 30,000 more. It was deemed most prudent to err on the side of caution, and to permit the supply rather to fall short of the demand than to exceed it. To this principally, and not to the want of capacity in the works of the company for a larger business, is to be attributed the inadequate stock of the Lackawanna coal during that season. Of the above total consumption, this company did not furnish all of it.

During the following year, 1832, commencing on the 2d of April, and continuing until the 25th day of December, 90,000 tons of coal, and upwards of 3,000,000 feet of lumber, passed over the railroad, beside a considerable amount of

merchandize passing to the interior. Owing to a want of miners in the early part of the season, coal could not be supplied to the extent of the capacity of the road. The amount of business, however, exceeded that upon any other railroad during the same period in the United States, and abundantly demonstrated its efficiency, as well as the sound practical views and scientific accuracy of the principles upon which it was constructed.

Mine roads were opened during this year, and the mines placed in a condition to supply with facility, the stock required for future use. The quality of the coal continued to improve as the mines were penetrated. Alterations, improvements and repairs were made in the railroad so as to increase its capacity to the delivery of 700 tons per day.

The year of 1834 was a losing one to the company; it had been one of extraordinary embarrasment and difficulty in almost every branch of business. The general derangement of the currency, which commenced in the fall of 1833, and the consequent paralysis of every species of domestic trade and industry, continuing until late in the year 1834, exercised a pernicious influence on the property of the company. Influenced, it was presumed by the gloomy and discouraging prospects which presented themselves in the fall of 1833, manufacturers, and others, were deterred from sending for all the coal which they had contracted to take from the company, at the close of navigation for that year; the company was therefore left with a greater stock on hand than was contemplated when it was brought to tide water; and owing to the mild character of the winter which followed, this unexpectedly large stock had been slightly diminished when the canal opened in the spring of 1834.

Nor was the above the whole extent of the evil to the company. The best market for its coal was among the manufacturers; and the same causes which prevented some of them from taking the coal which they had contracted to receive in the fall of 1833, prevented them generally from consuming their usual quantity during the year 1834. The general or miscellaneous trade on the canal suffered under the influence of the same causes. The mines by this time were in a state of preparation for the production of 150,000 tons during the season.

In the year 1835, trial was made with Dr. Nott's Boiler with Lackawanna coal, as will appear from the following paragraph, taken from the *Journal of Commerce* of the 18th of March of that year:

"STEAM BY ANTHRACITE COAL.—The new steam ferry-boat Essex, to ply between New York and Jersey City, has been fitted up with Dr. Nott's Patent Tubular Anthracite Coal Boilers.

* * * * * * *

"On Monday the boat was brought down from the ship yard, and, with a party of gentlemen on board, made an excursion of forty or fifty miles upon the Hudson and in the bay, using Lackawanna coal. The success was complete, and we believe satisfied all on board that the desideratum of generating steam by Anthracite coal has at length been attained. The Essex will soon be regularly employed on the ferry, where all who feel an interest in the improvements of the day, can easily examine for themselves."

A contract was entered into between the company and Messrs. H. Nott & Co., of New York, by which these gentlemen agreed to run a steam passage boat on the North River, using Lackawanna coal under Dr. Nott's boiler, and with a speed equal to that of any other boat on the river.

It will thus be seen, that this company is really the pioneer in the great effort to force anthracite coal upon the waters of navigation. They had adopted every expedient to bring this article of fuel before the public, and to win the confidence of favor were compelled to pay the Messrs. Nott for using the coal, in order to establish its superiority.

Up to, and through the years 1837-38, the strain upon the company had been severely felt. The former year, was one of extraordinary, and perhaps unparalleled, difficulty and embarrassment. Very few, if any, branches of business had escaped the consequences of a general derangement of the currency and credit of the country, the avenues of trade and commerce had been obstructed, production, labor, and industry almost entirely paralyzed, and business generally

brought down to a supply of the more absolute wants of life.

It was not to be supposed that this company, with interests so diversified and extensive, would be entirely exempt from the influence of causes so powerful and comprehensive. It felt them; the market for coal had been thereby much abridged, especially among manufacturers, who usually purchased largely, and when the demand did exist, the prostration of credit and confidence interposed almost insuperable obstacles in the way of effecting sales only.

In this connection, it may also be observed that the year had sustained an unusually heavy charge for repairs and superintendence of the canal. This had arisen mainly from three causes: *First*, extraordinary injuries sustained in the spring by the breaking up of the ice in the Delaware and Lackawaxen rivers. *Second*, the repairs, to a great extent of wood-work connected with locks, aqueducts, waste-weirs, bridges, &c., which, from age, had become so decayed as to require renewal. *Third*, the continued high price of provisions, notwithstanding the general depression of business, and the destitute condition of many of the laboring classes.

A reaction and general revival of trade did not take place as early as was anticipated; very little, if any, improvement took place until the fall of 1838; the Lackawanna coal stood unrivaled, among all the anthracites, as fuel for generating steam; in that branch of consumption alone, the company had a large and rapidly increasing market, which, in connection with its demand for other purposes, placed the company in a position of safety as regarded competition with other coal.

The coal trade in all other parts of the United States was yet in its infancy. The consumption of anthracite coal, however, had increased in ten years from less than 10,000 tons to about 800,000 annually. Some idea of what it was destined to reach, was formed at that time by the fact, that in a report of the Committee of the House of Commons, the annual consumption of coal in Great Britain was estimated at twenty-two millions seven hundred thousand tons; and it was supposed that the increasing demand for coal in the iron furnaces, and for steam carriages would probably soon raise the quantity of coal, annually consumed, to thirty millions of tons. The quantity of coal burning in the furnaces of one house only (Messrs. Guest, of Myrther Tydvil, Glamorganshire, Wales), was 870 tons per day, or 300,000 tons yearly. This fact was cheering for the prospective of the Delaware & Hudson Canal Company, as the manufacture of domestic iron was being extensively introduced in different sections of the country.

It was not until the year 1840, that views of growing prosperity began to manifest themselves. The company had been able to supply all the demand upon it during that year, with a considerable quantity on hand to meet early and increased consumption in 1841, at an advanced price. The statement of the year's business exhibited a profit of eleven per cent on the capital stock of the company, clear of all charges.

For nine years this corporation almost single handed, had regarded as an object of primary importance to introduce anthracite coal into use in steamboats, and this attempt had been pursued with unceasing effort. They were now regarded as having been crowned with success, and it was a happy circumstance for the company, that Lackawanna coal was found to be more peculiarly adapted to that extensive branch of consumption than any of the other kinds.

The making of iron with anthracite coal was no longer regarded as an experiment, even in this country; but, on the contrary, it was assuming the form of a regular, systematic and extensive business, and was destined soon to produce an entire revolution in this important branch of the domestic industry of the country. The combined and powerful operation of the two causes above, was sufficient to affect the relation of supply and demand, and consequent value of anthracite coal.

The year of 1841 exhibited a clear profit of over 21 per cent. arising from the regular business of the company, on its capital, which amounted to $1,922,000. The average price of coal sold had not exceeded $5.50 per ton. During the following year, like every other branch of business in the country, the coal trade

was very much depressed throughout the whole year. The bonds of the company were all paid in the year 1843, after which no debt stood against it except the State loan. In 1844 coal sold at low prices, and the demand greatly exceeded the ability to supply.

In 1845 the business on the canal and railroad was brisk, 276,000 tons having been shipped from Honesdale, about 10,000 of which failed to reach tide water, having been arrested in its progress by ice in the canal.

Fifteen years experience in the system of mining adopted, without those serious casualties to which such business is subject, had caused great confidence in its security. But an unfortunate event occurred during the winter of 1843-44, by which sixteen lives were lost. The roof of a portion of the mines from the coal had been excavated, suddenly settled, and in so doing closed two of the main roads, leading to other parts of the works. These roads were supposed to be amply guarded against the effects of such an occurrence.

Some days previous, the mine, in the language of the miners, began to "work"; that is, the occasional cracking of the roof over where the men worked denoted the danger of a fall. Such was the force of it when it occurred, that all the lights in the mines were extinguished in an instant, while the workmen and horses, which were entering or retiring from the black mouth of the cavern, were blown from it as leaves are swept by the gale. The following description of what ensued is taken from Hollister:

"The men who were at work in their narrow chambers farther in the mine, heard the loud death summons, and felt the crash of the earthquaked elements, as they were buried alive and crushed in the strong black teeth of the coal slate. One of the assistant superintendents of the mines, Mr. Alexander Bryden, was on the outside at the time the low deep thundering of the rocks within came upon his ear. He hastened in to ascertain the cause of the disaster or the extent of the fall. Penetrating one of the dark galleries a short distance he was met by three miners, who informed him that the mines had broken, killing and wounding many, and that they had just left behind them about twenty men, who were probably slain by the crushing slate. Although urged by the retreating men to turn back and save his own life as there was no hope of reseuing their companions from death, the determined Scotchman pushed along the gloomy passage, amid the loosened and hissing rock, which, like the sword of the ancient tyrant, hung over his head. He reached the edge of the fall; earth and coal lay in vast masses around him, and here and there a body becoming detached from the parent roof, came down with sullen echo, into the Egyptian darkness of the mines. Bryden inured to danger from his youth, was not deterred. The dim light from his lamp revealed no passage, save a small opening made by the huge slabs, falling in such a manner by the side of the floor of the gallery as to form an angle. Through this aperture he crept upon his hands and knees; as he proceeded he found it so narrow that he was barely able to force himself along by lying prostrate upon his abdomen. About one mile from the mouth of the mines he reached the "heading," or the end of the chamber, where he found the twenty imprisoned miners uninjured, and inclosed in one fallen, black, solid body of coal! One mile of wall between them and the outer world! The brave Scotchman, whose lips whitened not until now, wept like a child, as he found among the number his own son! The boy had the genius of his father. When one of the three retreating fugitives who had escaped from the mine proposed, as they left, to take away the horse confined here with the workmen, young Bryden, who feared the torture of starvation in that foodless cell, replied. 'Leave him here; we shall need him!' Bryden was upon the point of leading out his men when he learned that another lay helplessly wounded, still farther beyond this point, in the most dangerous part of the fall. On he continued his perilous mission until he entered the lonely chamber. A feeble cry came from the miner, who was aroused from his bed of slate by the glimmer of the approaching light, revealed a picture of the miner's life too familiar with the men who face danger in these cleft battle-grounds. Almost covered by the fallen strata, he lay half delirious with agony, blackened with coal-dirt, and limbs gashed and fractured with rock. Lifting the wounded man upon his shoulder, Bryden retraced his steps; for rods he bore him along, with the broken, flaccid arms of the miner dangling at his side. When the rock was too low to permit this, he first crawled along the cavern himself, drawing his companion carefully after him. Through perils which none can appreciate who have not strode along the gloomy galleries of a coal mine, he bore him full one mile before he reached the living world. The fall extended over an area of about forty acres, and although neither effort nor expense were withheld by the

company or individuals, to rescue the living, or to recover the bodies of the dead, the remains of a few have never yet been found. One man was discovered some time afterward in a standing position, his pick and his dinner pail bearing him company, while the greater portion of the flesh upon his bones appeared to have been eaten off by rats. Others, without water, food, or light, shut in from the world forever by the appaling wall of rock, coal, and slate around them, while breathing the scanty air, and suffering in body and mind, agony the most intense, clenched tighter their picks, and wildly labored one night that knew no day, until exhausted they sank, and died in the darkness of their rocky sepulchres, with no sweet voice to soothe, no kind angel to cool the burning temples, or catch the whispers from the spirit land."

Mr. John Hosie, now an enterprising coal operator in Scranton, at present working the Fairlawn Colliery, was assistant superintendent of the mines at that time, and was one of the inmates at the time of the dreadful catastrophe. He barely escaped with his life. Creeping through the remaining crevices in the break upon his hands and knees, feeling his way along the blackness of midnight, where all traces of the general direction of the mine had disappeared, he often found himself in an aperture so narrow, that to retreat or advance seemed impossible. Once he was buried middle deep by the rubbish as he was digging through. Another convulsion lifted up the mass and relieved him. After being in the mines two days and nights, he emerged into the sunlight, the flesh being worn from his finger bones in his efforts to escape from the tomb-like captivity.

The year 1846 was one of continued prosperity for the Canal Company. The usual statement of the year's business showed a net profit of over twenty per cent. on the capital stock paid in. Repairs for this year occasioned considerable expense, as the breaking up of the Delaware River, the month of March, swelled the water higher than during the great flood of 1841.

It was during the year 1845 that James Archbald, Esq., the engineer in charge of the mines and railroad submitted his first suggestions in relation to the alterations, improvements, and extension of the railroad. This great work was the result of his genius and forecast. A more formal report was made by him, dated Carbondale, February 5th, 1847. During this year, also, a more important event occurred, in reference to the commencement of a railroad by the Washington Coal Company, which was intended to connect the lower part of the Lackawanna coal fields with the canal of the Delaware and Hudson Company, about ten miles below Honesdale. The enlargement of the canal having subsequently been decided on, with the intention of having it ready for the reception of the largest class of boats by the spring of 1850, it was obviously inexpedient for the Washington Canal Company to build boats of any other description than those best adapted to the condition of the canal at that time. They accordingly contracted for such, to commence their operations in the shipment of coal down the canal with vigor in the spring of 1850.

In the early part of the season of 1848, high floods in the Delaware River retarded the passage of boats across the stream at the mouth of the Lackawaxen. But the most serious and permanent embarrassment to transportation on the canal, arose from the apprehension of injury on the part of boatmen and others engaged in the business, in consequence of careless or reckless blasting of rocks by the contractors on the New York and Erie Railroad, along the Pennsylvania shore of the Delaware River, opposite the works of the company; and from violent personal attacks made upon boatmen by laborers in the employment of the contractors, in which some injury was sustained by some of the boatmen. Great alarm spread among them from these occurrences—apprehending, as they did, that they might be waylaid by the lawless men who had committed the assaults, and being hourly exposed, as they were, to danger from the blasting, large fragments of rock having frequently been thrown across the river into the canal, and, in some instances, into the boats while passing.

The evils resulting from these violations of both common right and positive prohibitory statute, became at length intolerable; and all amicable appeals and remonstrances addressed to the railroad company being found of no avail,

THOMAS DICKSON.

measures were finally taken to restrain the operations of the Erie Company and its contractors within the limits of the law, by an injuntion. Some of the chief rioters in the affray were also apprehended and thrown into prison, and a strong police force established on the canal for the protection of the boatmen. Many of them, however, had already abandoned the boats, in consequence of these difficulties, and engaged in other pursuits, and the boating season was so far advanced, that the efforts made by the officers of the company to supply their places, were, for that year, ineffectual.

In the year 1849, the two wire suspension aqueducts over the Delaware and Lackawaxen were brought into use. An arrangement was also entered into that year with the Pennsylvania Coal Company by which the Delaware & Hudson Company were to receive and market all their coal on tide water, charging them with a proportionate amount of all expenses, and a commission on sales; such an arrangement was deemed beneficial to the interest of both parties.

In 1850 in two several instances, the principal mines of the company were completely inundated, and on a line of the canal several considerable breaches occurred, but by the prompt and vigorous adoption of extraordinary measures, and by a large though guarded and careful expenditure of money, the year's business still resulted in a net profit of twelve per cent on the average capital during that time.

The year 1851 did not exhibit so flourishing a statement. The two companies through whose works the coal of the Schuylkill region was brought to market, entered into a violent contention for business, which finally settled down into important allowances and drawbacks on the one part, and at a rate of tolls hardly more than nominal on the other. In 1852, the growing requirements of consumers, augmented as they were by the unusually flourishing condition of the iron, as well as the general manufacturing interests of the country seemed to give new impulse to the vast machinery of the corporation. It must be kept in view, also, that the rapidly increasing demands of sea-going steamers, for whose use the Lackawanna Coal was so especially adapted, was no small item in the statements published annually.

By the 18th Section of the Act, entitled "An Act to improve the navigation of the River Lackawaxen," under the provisions of which, with its supplements, this company made and held its canal in Pennsylvania, that State reserved the right, at the expiration of thirty years from the passage of the act, namely, the 13th day of March, 1823, to resume the rights, liberties, and franchises thereby granted, on certain terms and conditions specified in the 18th Section. The thirty years expired on the 13th day of March, 1853. In anticipation of that day, to wit, on the 3d of April, 1851, the House of Representatives of Pennsylvania passed a resolution appointing three of its members a committee to sit during the recess of the Legislature, to take testimony, and generally to investigate the affairs of the Delaware & Hudson Canal Company, with reference to this reserved right of the State, and to report to the next Legislature.

The committee met, and in pursuance of the object of their appointment, sought information from the officers and agents of the company, on various points. Although not recognizing the reservation in the section above referred to, as applicable to this company, and at any rate regarding the inquiry as premature, yet the Board of Managers did not hesitate to grant to the committee any light or information that it desired in relation to the subject matter of its appointment. The officers and agents of the company appeared before the committee and answered all such inquiries as were propounded to them, and the books and vouchers were freely offered for their inspection.

On the 8th of January, 1852, the committee presented its report to the House of Representatives, stating as the conclusion to which it had arrived, that "if the Commonwealth shall assume the Pennsylvania section of the Delaware & Hudson Canal, the sum of $1,246,437.63 must be paid to the company, that being the difference between the amount of tolls received and the cost of construction and repairs."

In this conclusion the Board of Managers by

no means concurred; on the contrary, even supposing the right of resumption to exist on the part of the State, still, according to the views of the Board, the right could not have been exercised without the payment of a much larger sum to the company. An account made up to February 28th, 1851, showing the views of the Board as to the amount up to that date, was submitted to the committee on behalf of the company, and accompanied the report to the Legislature.

The subject became one of consideration and discussion in that body; and finally, on the 30th day of April, A.D. 1852, a bill was passed which enacted:

"That the 18th Section of an Act entitled 'An Act to improve the navigation of the River Lackawaxen,' passed the 13th day of March, 1823, which provides for the resumption by the State of the improvements of the Delaware & Hudson Canal Company, known as the Pennsylvania Section of the Delaware & Hudson Canal together with the corresponding stipulations, if any, in the supplements to said act, be, and the same are hereby repealed, and the Delaware & Hudson Canal Company are hereby authorized to conduct their business as they have heretofore done, according to their charter, and maintain and use their works and appurtenances as heretofore, without liability to account and surrender as provided for in the said 18th Section of the aforesaid Act passed on the 13th day of March, 1823."

This Act was a total and unconditional release by the State of Pennsylvania of the right of resumption, if any she had, on any terms, and made the franchises and privileges which the Company holds in Pennsylvania perpetual.

In 1854 it was the misfortune of the company to be deprived of the invaluable services of one of their fellow members, Maurice Wurts, Esq., whose decease occurred on the 29th day of December of that year. The name of Mr. Wurts had been identified with the history of the company during the whole term of its existence; its earliest inception originated with him; he was unceasingly and faithfully devoted to its interests, both as an executive officer and a manager, and, until the period of his last illness, the company never failed to derive profit from his astute counsels and active and energetic exertions. He had seen the first shipment of Lackawanna coal to market leave the mines on rude sledges and rafts; at the time of his death, the aggregate amount sent to market from different regions footed up 5,763,369 tons, of which his own company shipped from Honesdale, 438,406 tons. His career had been a busy one, a trying one, and the descendants of this truly wonderful man have been negligent in putting him before the world in his deservedly proper light, as one of the greatest minds of the day in which he flourished.

In the report of Wm. Musgrave, Vice-President for the year 1854, we first find mention of *strikes* and *turn-outs* on the part of the men engaged as laborers. This valuable officer died in April, 1856. The vacancy caused by that event was filled by the appointment of Mr. Robert Soutter, as his successor.

The year 1857, in view of the extraordinary financial troubles, and the consequent complete stagnation in every department of industry and trade which marked the latter portion of that year, had its effect upon the company, but to no serious degree.

On the 15th of March, 1858, Mr. John Wurts, after twenty-seven years of devoted service, resigned his office as president of this company. His resignation was accepted by the board with the greatest reluctance, and only because they were convinced that the state of his health imperatively demanded an entire withdrawal from the anxieties and toils incident to the office. The following resolutions, expressive of the sense of the board on the occasion, were unanimously adopted and ordered to be published in the report:

"WHEREAS, Mr. John Wurts has signified to this board his wish to retire, on account of the feeble state of his health, from the position he has so long held as President of this Company, be it therefore

"*Resolved*, That this Board have learned with feelings of sincere regret the determination of Mr. Wurts to retire from the presidency of this company, and though the reasons which he gives for coming to this decision are such as forbid us, in justice to him, from seeking to change his purpose, they cannot, in accepting his resignation, forbear to put on record their profound ap-

preciation of the singular ability and self-sacrificing zeal with which he has discharged the duties of President for a period of twenty-seven years. And in thus expressing their sense of the value and faithfulness of his services, they would at the same time most cordially congratulate him on the fact that having been placed at the head of the company at a time when its affairs were in extreme embarrassment, and its credit almost gone, he is now able to withdraw, leaving it in a state of great prosperity, and possessing in an extraordinary degree the public confidence, a result, as they think, in a very large measure owing to the wisdom and devotion with which he has labored in its service.

"*Resolved*, That it is the earnest hope of this board that, being released from the cares and labors of office, Mr. Wurts may speedily recover his former health and vigor, and be long spared to give to the company the benefit of his advice and counsel.

"By order of the Board,

"GEO. TALBOT OLYPHANT, *President.*

"New York, March 30, 1858."

Mr. Wurts still retained a position in the board as one of the managers until 1861.

The year 1858 was depressing in character, following the revulsion of 1857. A very large sum, exceeding in the aggregate $600,000, was claimed to be due from the Pennsylvania Coal Company, under the agreement of 1847, for additional tolls, which had accrued since the completion of the canal enlargement, in 1853. The exact amount was put in course of judicial ascertainment. The company's railroad during 1858, had been extended from Archbald, six miles down the valley, to lands belonging to the company not before worked, and which were found to be even richer than had been anticipated, in a coal of very superior quality.

It is on this tract that the enterprising and populous town of Olyphant now stands, named in honor of George Talbot Olyphant, the president at that time.

A report went abroad during that year, and was extensively circulated, representing the lands of this company to be exhausted of coal. No interruption, however, of the prosperity of the company occurred from it.

A site for a coal depot and basin had been purchased on the Hudson River, at Weehawken, during 1858. The contract for the construction of the docks was let, and the work was proceeded with at once. The area covered with the proposed improvements was about seventeen acres, affording an ample basin for the harbor of loaded boats at the close of navigation, and space on the docks for the deposit of all the coal which the company would need.

The probable introduction of steam as a motive power upon the Erie Canal, was an event at that time of sufficient importance to call for at least a passing notice. The experiments then being made had a measure of success which justified the hope that the anticipations of those engaged in them would soon be realized.

In the early part of 1859, a bill was passed by the Legislature of Pennsylvania, giving this company the right to purchase and hold 3,000 acres of land in addition to the 5,000 acres it was authorized to hold by the original grant, and also the power to construct all needful roads to connect the same with the then existing works of the company. Availing of this authority, a considerable body of valuable coal land was purchased during that year.

It was also deemed advisable to construct, without delay, an extension of the company's railroad, from its previous terminus to a point within one mile of Scranton, a distance of about four-and-a-half miles, which was completed by the spring of the next year.

In 1860, preparations had been made for a large increase of production, and the operations of the company were moving on steadily and satisfactorily until the 18th of June, when the work of mining was suddenly arrested by a general strike of the operatives. This strike continued for a longer or shorter period at the several openings, averaging however for the whole work a duration of sixty-eight days, in that portion of the season best adapted for full and economical work.

The loss thus sustained was serious; but large as it was, and great as must have been the disappointment occasioned thereby, the Board felt no doubt that it was a wiser policy to submit to the sacrifice, rather than by concessions to what they deemed unreasonable demands, is losing that command of their work what was essential to the

permanent success of the company. President Olyphant stated in his report:

"While the company, under its present management, will always aim to deal, not only justly, but generously with those in its employ, it will resist to the end and at any cost, any attempt, by combinations of workmen, to dictate the manner in which its business shall be conducted."

Political troubles in 1860, in consequence of the clouds of war which were gathering, and the derangement of the general business of the country consequent thereupon, exerted an unfavorable influence upon the coal trade, in common with other interests, during the last few months of the year; much uncertainty hung on the future; but the indications were not, on the whole, unfavorable for the business which must of necessity have arisen.

1861 opened with low prices for coal—the lowest that had ever been known in the history of the trade. This state of affairs was not due to any falling off in the demand for coal, but simply to the unfortunate and mistaken policy of a rival company.

The war being in progress, and the demand being so great for coal in consequence of manufacturing industries being stimulated to their utmost, the business of the company was so great that the annual statement for 1863 showed a net profit of about 34 per cent. on the capital stock. The demand for coal throughout the year was greater than the producing and transporting companies had the power to supply; and prices consequently ruled high. A decision was rendered that year in the suit against the Pennsylvania Coal Company for additional tolls, by which five cents per ton was awarded to the Delaware & Hudson Company for every ton transported on the canal since the 28th of July, 1853. The amount under this decision, with interest was about $350,000.

In pursuance of a call made by a resolution of the Board of Managers, a meeting of the stockholders was held at the office of the company on the 21st of April, 1864, at which an ordinance was enacted authorizing the increase of the capital stock to ten millions of dollars.

On the first of January, of that year, Mr R. F. Lord resigned his position as Chief Engineer of the company's canal. Mr. Lord entered the service of the company in the year 1826, and the Board felt it to be a pleasant duty to bear testimony to the zeal, ability, and faithfulness with which, for nearly forty years, he discharged every trust committed to him.

The company, during the year gave in aid of the Metropolitan Fair, for the benefit of the funds of the Sanitary Commission, $2,500, and the following resolution was offered by the Hon. Aaron Vanderpool:

"*Resolved*, That the action of the Board of Managers, in making such appropriation, be, and the same is hereby approved; and that the stockholders hereby request the Board to make a further appropriation of $509 to the same object"

Which resolution being seconded, was adopted unanimously.

In the report for the year 1865, dated May 8, 1866, appears the name of Thomas Dickson, of Scranton, as Vice President. The operations of the company were seriously interrupted by a strike of the railroad men in the early part of the year, and of the miners in the summer—the work having been suspended in the latter case about seventy days, or fully one-third of the season of canal navigation. The receipts were also largely diminished by the diversion of the business of the Pennsylvania Coal Company to the Erie Railway. Believing that the action of the former company was in violation of their agreement with the Delaware & Hudson Canal Company, they instituted a suit in the United States Court for the recovery of tolls on the coal wrongfully diverted from the canal. The amount of damages claimed in the year 1864 alone was over $600,000.

During the year 1867 there was a large falling off in the profits as compared with the results of the business of 1866, chiefly owing to the condition of the trade, and the low and steadily declining prices for coal which prevailed. The close of the war in 1865, and the consequent stoppage of manufacturing industry had some effect also.

In the year 1866, a contract was made with the Union Coal Company, by which the Canal Company agreed to transport for them a large quantity of coal annually, on terms which were

satisfactory to both parties. Subsequently it was deemed advisable to aid them in purchasing the valuable property of the Baltimore Coal Company, near Wilkes-Barre, by a loan of $1,300,000 and to obtain the necessary means for this object, an issue of ten year seven per cent. bonds, to the extent of $1,500,000 were authorized. These bonds were all taken at par, chiefly by the stockholders of the Canal Company.

In January, 1868, the Union Coal Company became involved in financial difficulties, which would have probably resulted in the absorption of their entire property by this company, at a total cost, including the $1,300,000 loaned them as already mentioned of $2,650,000. The united properties of the Union and Baltimore Companies embraced over 3,000 acres of coal lands in fee, and 1,000 acres under lease on favorable terms; four breakers with all necessary appurtenances, capable of turning out over 2,000 tons per day, seventeen miles of railroad, connecting with the Canal Company's line near Scranton, and equipped with four locomotives and 550 coal cars and about 100 canal boats.

About the close of 1867, an opportunity had offered itself to purchase another important coal estate, at Plymouth, nearly opposite Wilkes-Barre, which was purchased on the unanimous recommendation of the President and the Committee of Managers, for the sum of $1,575,000. It embraced the following lands and improvements: 803 acres of coal lands in fee; 225 acres of coal lands on favorable lease; three mine openings; one breaker, complete, and another in course of construction; store and houses, grist mill, &c.; mine houses; a first-class railroad bridge over the Susquehanna, and two miles of railroad connecting the property with the main line of traffic on the east side of the river.

By the acquisition of these two estates, the company was enabled to increase its supply of coal in the land to the extent of 100,000,000 tons. In making these additions to the real estate the company aimed to lay a broad and solid foundation for a steady and important increase in its future production of coal, and a great enlargement of the field of operations.

The company had therefore confined operations almost exclusively to the sale of coal at tide water, while competitors had sought other markets where profits sometimes had been obtained which enabled them to meet the Delaware & Hudson Company at too great an advantage on their own proper ground. It was clear that they could not long afford to submit to such a state of things, and in their recent purchases, therefore, they had aimed to get into such a position, that they might be able, on equal terms, to reach any market open to their rivals. They had already begun to send coal down the Susquehanna to Baltimore, and along the lines of the roads connecting Wilkes-Barre with Jersey City, and they expected they next year to have facilities for placing coal in the great and rapidly developing market of the west, on the most favorable footing. The company was fully pursuaded that in the future as in the past, if their prosperity was to be maintained, their history must be one of steady growth and expansion. Ten years prior the annual productions was 500,000 tons. It had now reached 1,500,000 tons, and a prophecy was made that in ten years after, "it would certainly rise to 3,000,000 tons, and it is perhaps not visionary when we consider the great enlargement of our field of operations, to anticipate much higher figures." The ten years have not elapsed, and the capacity of the Delaware & Hudson exceeds that amount.

In the report of President Olyphant, of May 12th, 1868, attention was called to the necessity, at no very distant day, to make some important changes in the railroad, by widening its guage from four feet, three-and-a-half inches, to make it conform to the guage of connecting roads, and by the substitution, below Carbondale, of a locomotive road for the gravity system then in use.

The latter improvement would certainly be needed, wherein the contemplated railroad from Carbondale to Nineveh, connecting with the Albany & Susquehanna Railroad, should be constructed.

In September, 1868, a contract was made with the Erie Railway Company by which they engaged to construct a railroad from Carbondale to their main line at Susquehanna, to be completed on or before the first day of June, 1870, and

thereafter to transport coal for the Delaware & Hudson Company, from the latter's mines to Rochester and Buffalo. In the same contract, a provision was included which would enable the Canal Company thereafter to bring a supply of coal during the winter months at a moderate freight from Honesdale to the Wehawken dock, as well as to occupy a proper share of the local markets on the line of the Erie road.

The construction of an easy line from Susquehanna to Nineveh on the Albany & Susquehanna Railroad, a distance of twenty miles, would give a control of the shortest and in every respect the best connection between the anthracite coal fields and the numerous and growing towns on that important road. A satisfactory arrangement for the transportation of coal was made some years before with the Albany & Susquehanna Company, and it was the prevailing opinion at this present date, that steps should be taken at an early day to secure the valuable market thus brought within their reach. The cost of the road which it would be necessary to build for that purpose was estimated at $650,000.

The year 1868 was marked, also, by the retirement of J. N. Seymour, Esq., from the position which he had held for many years as treasurer. His connection with the company dated from the first meeting of the Board of Managers, in 1825. So long a career of faithful service seemed to call for a special recognition, and the board, therefore, in response to Mr. Seymour's letter of resignation, adopted a series of resolutions, which were entered on their minutes and published in various journals, expressing their high appreciation of his worth as an officer and a man.

The year 1869, marks the advent of Thomas Dickson as president of this mammoth and growing company. A more full and extended sketch of his personal career, will be found in the next succeeding chapter. He still retains the position, and his administration has been noted for its enlarged views, and liberal efforts to push the north-eastern coal fields of Pennsylvania to their greatest productive development.

The railroad from Carbondale to the Erie Railway at Susquehanna was approaching completion. A favorable contract was entered into with the Northern Central Railway Company of Pennsylvania for the transportation of coal from the mines in the vicinity of Wilkes Barre to Baltimore and intermediate points. This gave a new outlet for coal, and the market thus opened was being developed much more rapidly than was anticipated.

The Albany and Susquehanna Railroad was acquired by a perpetual lease of the property and franchises at an annual rent of $490,000, or seven per cent. upon its capital and bonded debt, $7,000,000. As a trunk line running east and west, the possession of this road, it was confidently believed, would greatly strengthen their position and open new and growing markets for coal.

It had become evident that, to meet the rapid increase in consumption east and north of the mines, transportation facilities would require to be largely extended, either by the enlargement of the canal—involving a large expenditure—or by the possession or control of a railroad line running nearly parallel therewith. The enlargement of the canal would give increased capacity only, while the possession of the Albany and Susquehanna Railroad gives, in addition, markets that were practically closed to the canal, a much needed winter communication, and protects the Delaware and Hudson Company from competition that might under possible combinations, have seriously affected the value of their improvements.

The importance of this road had long been appreciated by the managers, and was regarded in the early stages of its construction as an avenue that would eventually become an important element in the growth and business interests of this company; and with a view of becoming identified with the enterprise, $500,000 of the second mortgage bonds were subscribed for some years before.

The mines had a productive capacity of 10,000 tons per day, on the accession of Mr. Dickson to the presidency. At a meeting of the Board of Managers, held immediately after the preceding annual election, the then president, George Talbot Olyphant, Esq., declined a re-election

and retired from the position, having administered the affairs of the company with marked ability and success for a period of eleven years. The regret occasioned by his retirement was in some degree compensated by his consenting to remain in the management, as chairman of the executive committee, thus securing to the company the advantages accruing from his large experience in matters affecting the success of its operations.

Mining was wholly suspended, by a strike of the miners and laborers, from the middle of May to the middle of September—four months—being the best part of the season for the transportation and production of coal of that year, 1869.

About the first of December of the year following, in concert with the other companies in the coal region region, a reduction in the wages of miners was made; this action produced a total suspension of mining operations until the 20th day of May, 1871, when the men accepted the terms offered them, and work was resumed.

The causes which led to this prolonged strike. were briefly these. During the war the rapid increase in the demand for coal stimulated production beyond precedent, forced higher rates for mining than was paid by any other branch of industry, and attracted to the mines a larger number of men than could be profitably employed when business returned to its natural channel.

To maintain the then current high wages, the miners formed an association, which in a short time embraced the entire anthracite region, and in the year 1869, resolved that they would not only determine the rates to be paid for labor, but that they would also control and determine the production of the mines and the value of coal to the consumer. This new and extraordinary claim was conceded by a majority of the producers, but was successfully resisted by the three northern companies.

The system of suspension inaugurated by the men, for the avowed purpose of curtailing the production, was alike disastrous to the company, to the miner, and to the consumer, as no temporary advance in the price of the product will compensate either the operator or the miner for the great losses entailed during periods of suspension, while the consumer bears the burden of enforced high prices, and the risk of having the supply cut off at any moment. "The only safe remedy," said President Dickson, "for our production is the natural law of trade, and it is the belief of the management, that if the suspensions of the last two years had not taken place, and a uniform and steady movement had been maintained, the consumption of 1871 would have been equal to the productive capacity, at prices fairly compensating operator and miner, and furnishing the consumer with coal at moderate and uniform rates;" and he added, further, "the only question involved in the issue is whether the property shall be controlled and the policy of the company determined by the owners, or whether it shall be committed to the care and direction of an irresponsible organization, and in determining this question the managers are strong in the belief that the stockholders can have but one opinion."

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had consequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with light stocks, a light demand, and a very gloomy outlook for the business of 1872. Coal was relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there was no reason to expect any advance during that year. The low prices which then ruled, however, extended and stimulated consumption, and promised to gradually bring about a more satisfactory state of things in that branch of trade. Meanwhile the company aimed, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep themselves in a position to reap the sure and not distant harvest when consumption should again overtake the ability to produce.

On the first of May, 1871, an arrangement was completed for the perpetual lease of the

property of the Rensselaer & Saratoga Railroad Company. The branch road from Nineveh to Susquehanna, known as the Lackawanna & Susquehanna Railroad, had been completed. A third rail had also been laid on the Albany and Susquehanna road for the use of the narrow guage cars, and with a view to the ultimate abandonment of the wider and more expensive guage. A greatly increased traffic immediately resulted from these improvements, exceeding the best hopes of the company, and it became more than ever evident that the acquisition of the Albany & Susquehanna road would prove of the highest permanent value in its bearing on the success of the Delaware & Hudson Canal Company.

The President, Mr. Thomas Dickson, who had been for some months absent from the country during that year, returned the following summer. In his next report, for the year ending December 31st, 1872, he says:

"The low prices of 1872 stimulated the consumption of coal, and it is now confidently believed that the demand will be equal to the supply, and that remunerative prices will be maintained. If the trade is now placed upon a permanent and profitable basis, the sacrifices of 1872 will not have been in vain. The railroad interests of the company are in a prosperous condition. Permanent improvements are being made to the equipment, the receipts are correspondingly increased. The New York & Canada Railroad is now under construction, and it is hoped that within two years the company will possess a through line from the mines to Montreal."

The financial panic of September and October, 1873, materially contracted the volume of business and reduced to some extent the profits of the year; nevertheless the prices of coal were fairly maintained. The construction of the New York & Canada Railroad, after being completed, will open a line to Port Henry, and the rich iron ore deposits that border the shores of Lake Champlain, of which a more extended survey is given in a succeeding chapter, containing the biographical sketch of Mr. Dickson, the president.

Under the corner-stone of the immense structure erected by this company on Cortland-street, New York city, in 1874, was deposited a sheet containing the following list of officers and statistics:

DELAWARE & HUDSON CANAL CO.

This Building

was erected by the Delaware & Hudson Canal Company, and this record deposited

UNDER THE CORNER STONE,

April 30, 1874.

MANAGERS AND OFFICERS OF THE DELAWARE & HUDSON CANAL CO.

Board of Managers.

Charles N. Talbot.
Abiel A. Low.
Robert Lennox Kennedy.
James M. Halstead.
Le Grand B. Cannon.
George Cabot Ward.
James R. Taylor.
Thomas Dickson.
John Jacob Astor.
Thomas Cornell.
W. J. Hoppin.
J. Pierpont Morgan.
R. M. Olyphant.

President, Thomas Dickson, Scranton, Pa.

Assistant-President, Harwood V. Olyphant; Treasurer, James C. Hartt, New York city; Secretary, George L. Haight, New York city; Sales-Agent, Rodman G. Moulton, New York city; General Manager, Coe F. Young, Honesdale, Pa.; General Agent of Real Estate Department, E. W. Weston, Providence, Pa.; Superintendent of Coal Department, A. H. Vandling, Providence, Pa.; Superintendent of Railroad Department, R. Manville, Carbondale, Pa.; Superintendent of Canal Department, Asher M. Atkinson, Honesdale, Pa.; Superintendent of Roundout Department, A. Osterhout, Roundout, N. Y.; Sales Agent Southern and Western Department, Joseph J. Albright.

Albany & Susquehanna and Rensselaer & Saratoga Railroad Department.—General Superintendent, H. A. Fonda, Albany, N. Y.; Chief Engineer, C. W. Wentz, Albany, N. Y.

New York and Canada Railroad Department.—President and Superintendent, Isaac V. Baker, Comstock's Landing, N. Y.

Building Committee.—Robert L. Kennedy, Chairman; John Jacob Astor, James R. Taylor; Rodman G. Moulton, Secretary; Richard M. Hunt, Architect; E. E. Raht, Superintendent of Architecture.

The company was originally organized March 8th, 1825, and the following comprises the list of officers and managers holding offices at different periods from that time to the present.

Presidents—1825, Philip Hone; 1826, John Bolton; 1832, John Wurts; 1858, George T. Olyphant; 1869, Thomas Dickson.

Assistant Presidents—1874, Harwood V. Olyphant.

Vice-Presidents—1845, Isaac L. Platt; 1849, John Ewen; 1851, Wm. Musgrave; 1857, Robert Soutter; 1866, Thomas Dickson.

Treasurers—1825, John Bolton; 1826, Samuel Flewelling; 1832, John H. Williams; 1845, Isaac N. Seymour; 1869, Charles P. Hartt; 1873, James C. Hartt.

Secretaries—1842, Isaac N. Seymour; 1848, Gilead A. Smith; 1855, James C. Hartt; 1866, Richard H Nodyne; 1871, Daniel Wilson; 1873, George L. Haight.

Sales Agents—1866, James C. Hartt; 1873, Rodman G. Moulton.

Sales Agent, Western Department—1869, Joseph J. Albright.

General Manager—1869, Coe F. Young.

Mining Superintendents—1866, E. W. Weston; 1874, A. H. Vandling.

Railroad Department Superintendent—1866, R. Manville.

Canal Superintendents—1866, Coe F. Young; 1869, A. M. Atkinson.

Rondout Department Superintendents—1873, A. H. Vandling; 1874, A. Osterhoudt.

Real Estate Department—1874, E. W. Weston.

Superintendent Albany & Susquehanna and Rensselaer & Saratoga R.R. Department—1873, H. A. Fonda.

General Superintendent—1873, C. W. Wentz.

Chief Engineer New York & Canada R. R. Department—1873, Isaac V. Baker, President and Superintendent.

Managers—1825, Garret B. Abeel; 1862, John J. Astor; 1867, John J. Aspinwall; 1825, John Bolton; 1831, James Bryar; 1832, Wm. Bradford; 1834, Joseph Bayley; 1841, Henry Brevoort, Jr.; 1825, Lynde Catlin; 1826, Wm. Calder; 1833, Edward Coleman; 1837, Don Alonzo Cushman; 1860, Le Grand B Cannon; 1862, John J. Crane; 1868, Thomas Cornell; 1835, Robert Dyson; 1866, Thomas Dickson; 1834, John Ferguson; 1852, Daniel B. Fearing; 1866, O. De F. Grant; 1825, Philip Hone; 1825, John Hunter; 1825, Abraham Hasbrouck; 1831, John Hitchcock; 1831, William M. Halstead; 1838, William C. Hickok; 1841, Silas Holmes; 1842, Irad Hawley; 1844, William S. Herriman; 1845, Cyrus Hitchcock; 1859, James M. Halstead; 1868, W. J. Hoppin; 1826, Wm. H. Ireland; 1858, Robert L. Kennedy; 1825, Rufus L Lord; 1833, William E. Lee; 1841, Daniel Lord, Jr.; 1842, Jacob R. Leroy; 1857, Abiel A. Low; 1873, J. Pierpont Morgan; 1846, Howard Mott; 1848, Lara Nash; 1837, Joseph Otis; 1852, George T. Olyphant; 1873, Robert M. Olyphant; 1825, Hezekiah Pierpont; 1832, Allison Post; 1834, Isaac L Platt; 1855, Daniel Parish; 1825, William W. Russell; 1826, Benjamin W. Rogers; 1832, Samuel Reynolds; 1832, James Ruthven; 1840, John Rankin; 1853, Robert Ray; 1833, Phileman R. Starr; 1834, Joseph Sands; 1841, Aquilla G. Stout; 1857, Samuel B. Schieffelin; 1859, John Schenck; 1870, Isaac N. Seymour; 1825, Jonathan Thompson; 1826, Thomas Tileston; 1826, Henry Thomas; 1833, Knowles Taylor; 1845, Charles N. Talbot; 1864, James R. Taylor; 1830, W. Van Schaick; 1825, Geo. D. Wickham; 1825, Maurice Wurts; 1826, Samuel Whittemore; 1831, John Wurts; 1831, William Worrell; 1831, William Wheelright; 1852, Edward J. Woolsey; 1858, John David Wolfe; 1873, George C. Ward; 1842, Henry Young.

The Canal from Honesdale to Roundout was commenced July 13th, 1825, and was completed in October, 1828. The first enlargement was completed in 1844, the second was completed in 1852. The tonnage of the first boats on the Canal was 25 tons, of the second 40 tons. Present tonnage 125 to 148. The first coal shipped from the mines in Pennsylvania in 1829.

Table of Annual Quantity shipped from the Mines:

1829, 7,000; 1830, 43,000; 1831, 54,000; 1832, 84,600; 1833, 111,777; 1834, 43,700; 1835, 90,000; 1836, 103,861; 1837, 115,387; 1838, 78,207; 1839, 122,300; 1840, 148,470; 1841, 192,279; 1842, 205,253; 1843, 227,605; 1844, 251,005; 1845, 273,435; 1846, 320,000; 1847, 386,203; 1848, 437,500; 1849, 454,240; 1850, 432,339; 1851, 472,478; 1852, 497,839; 1853, 494,327; 1854, 438,406; 1855, 565,460; 1856, 499,650; 1857, 480,677; 1858, 348,789; 1859, 591,000; 1860, 499,558; 1861, 726,644; 1862, 644,100; 1863, 828,150; 1864, 852,130; 1865, 759,699; 1866, 1,391,674; 1867, 1,567,487; 1868, 1,991,870; 1869, 1,626,391; 1870, 2,318,073; 1871, 2,011,333; 1872, 2,930,767; 1873, 2,752,596

The railroad from Honesdale, Pa, to the mines *was commenced in* 1827, and *completed in* 1829.

The *First Locomotive* that ran upon a railroad on this continent was imported from England by this company; was ordered in England by Horatio Allen, Assistant Engineer; was shipped from

Liverpool, April 8th, 1829, on board Packet Ship "John Jay;" arrived in New York, 17th May, 1829; was sent up the river to Rondout, and arrived there 4th July, 1829, from thence was transported by canal, and arrived at Honesdale, July 23d, 1829, and on the 8th *of August*, 1829, made the trial trip. This locomotive was built at Stourbridge, England; was named the "Stourbridge Lion," and the boiler is now in use at Carbondale, Penna.

On the 24th February, 1870, this company leased in perpetuity the *Albany & Susquehanna Railroad*, and on the 1st May, 1871, leased the *Rensselaer & Saratoga Railroad*, with its branches. Is now engaged in constructing a line from Whitehall in this state on the West side of Lake Champlain, which, when completed, will give this company between 600 and 700 miles of railway. In addition to this they have 186 miles of iron railway in their mines.

Contracting Parties for this building as follows: Masons, A. J. Felter & Son; Carpenter, G. Van Nostrand; Iron, Iron Architectural Iron Works, N. Y.; Iron Floor Beams, W. H. Wallace & Co., agents for Union Iron Co., Buffalo, N. Y.; Granite, J. G. Batterson; Stone Trimmings, Daniel McMaster."

In the Lackawanna Valley the Delaware & Hudson Canal Company own seventeen coal breakers, distributed as follows: In Carbondale, four; Jermyn, two; Archbald, two; Olyphant, four; Providence, four; Scranton, one. In the Wyoming Valley they have nine, five at Wilkes-Barre and four at Plymouth. They have extensive works at Carbondale, at Oneonta, a flourishing town midway between Binghamton and Albany, on the Albany & Susquehanna Railroad; at Salem, N. Y., and at Green Island, Albany. At the latter place they have a foundry where they rebuild their engines.

It is fitting, in concluding the chapter on the Delaware & Hudson Canal Company, to mention one more item of history. As already stated, this company placed the first locomotive engine upon the track on the American Continent. The man who built the first mile of that track is still living and a resident of Scranton, familiarly and favorably known by nearly every citizen of the Lackawanna Valley, as Uncle John Raymond, the veteran of the war of 1812.

John Raymond was born June 13th, 1795, in the town of Walton, Delaware County, N. Y. He attended school until he was eleven years old, when he went into the store of Gardner & St. John in his native town, remaining there five years, after which he went with his father to New York city, where he entered a dry goods store on Division street. The war breaking out he accompanied his father on his return to Walton, where young Raymond set at the trade of carpenter and joiner, working at it until he was twenty-three years old. Ohio was then the Far West and thither he sought his fortune.

In the meantime drafting for the war was in operation at his home, wherein his father was liable for duty. Young John went to the Captain of the company and asked to go in his father's place which was granted. He served three months in the service, and is at present the only pensioner in the city of Scranton, on the rolls of that war.

The contract for the building of the road as previously announced, having been let, the first mile from Honesdale out, was taken by Hiram Plumb and himself and built by them, Mr. Raymond being on the ground personally to superintend the work. He was there when the strange looking monster arrived to be placed on the track, and recalls with vividness each particular circumstance connected with the trial trip.

Another important event in his life in connection with this company is the fact that he rode with Mr. Maurice Wurts for two weeks consecutively, besides making extra trips, endeavoring to procure signers to the petition, asking legislation aid.

He moved to Salem Corners next, where he carried on a mercantile business for ten years, residing there nineteen years, after which he took up his residence in Archbald in 1854, remaining there three years, then he moved to Scranton and purchased his present residence, 204 Franklin avenue, just above Spruce street.

Mr. Raymond is a favorite with Scranton people, and considering his years, is a remarkable man. His memory is excellent; his preceptions keen, and his judgment still unabated. With the soldiers of the late war he is held in high esteem, and his presence at their gatherings is always accompanied with a cordial and enthusiastic greeting.

CHAPTER XXIX.

THOMAS DICKSON, PRESIDENT OF THE DELAWARE & HUDSON CANAL COMPANY.

"The rank is but the guinea stamp,
The man's the gowd for a' that."
—BURNS.

The subject of this sketch is a Scotchman by birth, being born in the year 1824, at Berwickshire. He emigrated with his father's family to Canada in the summer of 1832, where they remained two years, and in 1834 came to Carbondale, settling on a farm two miles west of Dundaff, Susquehanna County. Two years later the family located in Carbondale, where the father, James Dickson, entered the service of the Canal Company as a machinist. He was subsequently made master-mechanic, a position which he has occupied continually to the present time.

Thomas learned to read and write in Scotland; attended school in Canada, and in Carbondale, until the winter of 1837, when he had a quarrel with his school-master—the only one in the place—which resulted in a determination to leave, and being unwilling to remain a burden on his parents, offered his services to George A. Whiting, who was then in charge of the horses and mules of the Canal Company.

His services were accepted, and he was engaged in driving in and about the mines of the company during the summer of 1837. In the winter of 1837-8 he again resumed his studies at school, and in the spring entered the store of Charles T. Pierson, of Carbondale, as a clerk.

The following year, Pierson sold out his interest to Joseph Benjamin, Dickson being transferred with the stock. He remained with Benjamin as a clerk, until 1843, when he was again transferred to F. P. Grow & Brothers, who purchased the goods. Hon. Galusha A. Grow, who afterward became a national historical character, was one of the brothers.

In 1845, he entered into co-partnership with his former master, Joseph Benjamin, where he remained until 1852, when he purchased an interest in the foundry and machine shops, then known as J. Benjamin & Co., now as Van Bergen & Company.

In 1856, Mr. Dickson came to Scranton, and established the Dickson Manufacturing Company, with a capital of $30,000, which was increased to $75,000 before they started the workings of the enterprise. The capital and surplus now employed is about one-and-a-half millions, and the institution itself ranks among the best of the kind in the country. A more full description in detail may be found in the chapter under that head. The original design was merely that of manufacturing mining machinery, but the magnificent locomotives which leave their hands attest remarkably the prosperous growth of the company. Mr. Dickson remained in the concern as manager, until January 1st, 1860, then retired, his brother George L. Dickson, taking his place.

At this time he went into the Canal Company as Superintendent of the Coal Department, and in 1864 was made General Superintendent of the Delaware & Hudson, in all of its extensive ramifications. In 1867 he was elected Vice-Presi-

dent. and in 1869, President, a position which he still retains. Such a business career is remarkable in no small degree. and few instances are found which can compare to it in magnitude of interest. When he took charge of the Canal Company, the operations were confined north of Olyphant, and the entire production never exceeded a half million tonnage. The transportation to tide water was by canal exclusively, and passengers were moved by stages between Carbondale and Scranton. Since that time, and under Mr. Dickson's faithful administration the increase has been regular, until the present productive capacity is about 4.000,000 tons per annum, and the mining operations extend from Carbondale on the north, to Plymouth on the south.

The first year after being President, the company obtained by lease the perpetuity of the Albany & Susquehanna Railroad, stretching from Binghamton to Albany, with all of its branches, and in the subsequent year the Rensselaer & Saratoga Railroad and its branches, together with the line of steamers on Lake Champlain, and for the purpose of connecting the entire railroad system, obtained by purchase. the Union Railroad between Wilkes-Barre and Scranton, constructed the road between Scranton and Carbondale, and obtained a control over the Jefferson Branch to Susquehanna, and from thence to Nineveh by construction again, connecting the coal fields with the railroad system north and east into New England.

At present the company is building the New York & Canada road, on the west shore of Lake Champlain, connecting with the Rensselaer & Saratoga road at Whitehall, and with the Grand Trunk at the Canada line. The road is now open to Port Henry on Lake Champlain, and will be completed to Rouse's Point during the present season (1874-5), making in all, railroad connection from the mines to Montreal.

The Delaware & Hudson Canal Company thus has an ownership of seven hundred miles of railway, one hundred and eight miles of canal, and the Steamer lines on Lakes Champlain and George.

The first improvement between Scranton and Carbondale was a plank road, and was constructed under the supervision of Mr. Dickson. He was one of the original parties in the organization of the Moosic Powder Company; was one of the parties in the organization of the First National Bank of the City of Scranton, and now a Director; was also one of the parties in the organization of the Scranton Trust Company and Savings Bank, of which he is now an officer; he furnished the machinery, and was an original stockholder in the Gas and Water Company of Scranton, now a Director; at one time was a Director in the Pittston Bank; is a stock-holder and Director in the Lackawanna Iron & Coal Company; a stock-holder and Director in the Oxford Iron Works of New Jersey; he is a Director in the New York Mutual Life Insurance Company of New York, the largest and most extensive in the country; also occupies the same relation to the Merchants & Manufacturers Insurance Company of Newark, New Jersey. He is also interested as a Director in a couple of furnaces at Albany, the Alcott Iron Manufacturing Company, as well as in a coal road and Iron Mining Company in southern Illinois, and the railroad connecting with the Mississippi river, and in some of the western railroads as a stock-holder. He owns also what is known as the Dickson Tract, an addition to the City of Scranton, extending from the Lackawanna river to the Borough of Dunmore, which has been surveyed into lots, and which is, in itself, at Scranton real estate figures, a fortune of no ordinary magnitude.

In the year 1872, Mr. Dickson, accompanied by his wife and son made a journey around the world, gathering in with his practical eye information and knowledge which would have escaped a tourist of less expanded ideas. Since his return he has contributed by Lectures on "Round the world" and "What I saw in India," to choice audiences in the Opera House in Scranton, the proceeds going to charitable purposes.

When he returned from Great Britain, after an extensive inspection of its mineral resources and manufacturing interests, and knowing well the comparative resources of our own country, he proceeded to Lake Champlain and became

interested in the purchase of twenty-three thousand acres of iron-ore lands, organizing a company with one and a half million dollars capital, about three hundred thousand dollars of which stock is held in Scranton. Two furnaces have been erected which are in successful operation, and fifteen miles of narrow-guage railroad has been built connecting the mines with the lakes, and the New York and Canada road; the company has in addition, demonstrated that the ore is suited for Bessemer Steel purposes, being equal to the best English pig, indeed it is conceded by English experts and iron-masters that the Crown Point ores are fully equal to any of the Bessemer ores to be found on the Island of Great Britan; and that they have none better and very little equal to it.

The mines are now open to an extent that gives a productive capacity of 300,000 tons per annum, and it is expected that the new steel works now being established by the Lackawanna Iron & Coal Company will use these ores largely, if not exclusively.

To form a proper appreciation of the duties which devolve upon Mr. Dickson as President of the Delaware and Hudson Canal Company, let it be understood that the Lackawanna Valley produces about twelve millions of tons of coal per annum, and the company referred to can produce about one-fourth of it. In the Wyoming Valley twenty-eight breakers are owned or controlled by the company, and in the working of all these, in addition to his railroad studies, Mr. Dickson is thoroughly familiar. His early life and its practical experience qualifies him to meet these burdensome duties, in an eminent degree. It is a common saying by the multitudes of people in the Lackawanna Valley, "I'd give more for Tom Dickson's opinion on coal matters than any other railroad man in Northern Pennsylvania."

It cannot be denied that he is certainly master of his grand tasks, and as sound in theory as he has been tested by practice. Under his present administration, the company is doing its utmost to stretch its arms out into regions where the whistles of the locomotive has never been heard, thus making an outlet for the coal, which it is in the power of the Delaware & Hudson Canal Company to produce. As a rule, Mr. Dickson informed the writer, in opening up a new country by pushing a railroad into it, it is calculated that the company will be able to sell in each town one ton to an inhabitant per year; thus, in the United States there is consumed each year forty millions of tons, both hard and soft coal. A corporation, like an individual, must keep pace, or fall behind, and as will be gathered from the facts already given, no efforts have been spared since the commencement of his presidential career, to reach New England and Canada. His chances of observation in Great Britan and on the continent gives him broad and expanding ideas in railroad building, which are of material benefit to the company. In relation to the so-called combination, his opinion, in summary is as follows: During the war the production of coal was stimulated by the heavy demands made by the manufacturing and other interests which were incident to the times, and at the conclusion of the struggle the companies found themselves with a productive capacity of more than sufficient for the demand. The effect, of course, was apparent—supply in excess of demand—ruinous prices, followed by strikes and coal famines. One instance is related by him when coal in the spring sold at three dollars per ton, in the fall of the same year for thirteen dollars. In 1872, money was lost by all companies, in consequence of an over production, and with a view of regulating the supply to the demand, an arrangement was entered into in order to meet the exigencies, and the price of coal has been maintainaned at an average of five dollars per ton at tide-water, during the past two years, thus proving in reality a benefit to both consumer and producer.

In the difficulties which occasionly occur in mining regions, wherein labor pits itself against capital, the Delaware & Hudson Company have ever been fortunate in possessing such a spirit as Thomas Dickson to adjust the matters at variance. He has a hold upon the affections of the miners which is marvelous, and in no instance do they ever disregard his counsel There have occured occasions in which his timely suggestions have relieved the minds of the people along the whole Valley, such for instance, as the matter in dis-

pute concerning the titles to the miner's lands in Carbondale a short time ago.

As a citizen, Mr. Dickson stands prominent in the hearts of the people for all that ennobles and elevates manhood. Always liberal, he is never known to disregard an appeal which embodies the least degree of merit. As an exemplary christian, and a supporter of his church—the Presbyterian, he stands in the front rank, commanding the respect of all who are associated with him. He is still in the vigor of manhood, and with the great resources which yet remain to be developed, the country could illy afford to loose his services for years to come.

A mule driver in the Anthracite coal mines in the year 1837, and President of the Delaware & Hudson Canal Company, one of the largest railroad and transportation companies on the American continent in 1869, affords a striking contrast indeed; but in importance as a subject for thought, it is powerful in its application to republican institutions. From the *Westminster Review*, to the editorials of the provincial papers, students of political economy traverse the vexed question of capital and labor, and expend their fulsome theories in vain to solve the never-ending controversy, but as a practical solution of the entire subject, we present herewith a man who concludes the argument by affording an example strictly in point. The elaborate articles of magazine literature will drift to this point in spite of syllogisms scattered over acres of white paper. Thomas Dickson made himself, and every citizen, though the higher plane occupied by him may not be reached, can do the same. He started from nothing and is where he stands today. The same chance is open to all, and when seized upon in the proper spirit, the struggle between capital and labor will end.

CHAPTER XXX.

JAMES ARCHBALD.

"With man, as with his friend, familiar us'd
To sit indulgent."

James Archbald was born in Ayrshire, in the West of Scotland, and on the shores of the Atlantic. This part of Scotland approaches near the North of Ireland, and communication between being frequent, the character of the Northern Irish somewhat resembles that of their Scottish neighbors. Here by the sounding sea, swept by the rude gales of the Western Ocean, and remote from the busy haunts of trade, the boyhood of young Archbald was passed. His father was one of the staunch yeomanry of a past era, a class of men peculiar to Scotland and rare now even there, a man of few words and much thought, who passed his life in the quiet pursuits of agriculture. His mother, however, was of a different character. Descended from that Wodrow, whose voice as a minister of Christ was heard raised in the stormiest period of Scottish church history, a grandchild of Wodrow the historian, and daughter of the minister at Eastwood, her mind was stored with rare knowledge, while she possessed grace and refinement of culture, and from the grand scenery of the coast drew that poetic inspiration shown in the artistic pursuits of her whole life. The subject of our sketch passed his early childhood, as most Scotch lads do, varying the care of the parental flock with driving his boat amid the restless currents of the Frith, or daringly swimming through the surfs and around the crags which line the coast, very much after the manner of Hugh Miller, at Cremarty. When about twelve years of age his father emigrated to America, and purchased a farm in the charming Mohawk Valley, in the State of New York, where amid new-made friends and some valued Scottish acquaintances he passed the short remainder of his life.

No railroads nor canals then afforded means of transportation, and the great Mohawk Valley turnpike was the main artery of travel. At the age of fourteen years, young James to whom thus early was committed the transactions of such business, might be seen driving his wagon load of wheat down the turnpike to Albany, some forty miles distant, where he sold his grain with the good judgment of maturer years. As he advanced toward manhood he became engaged in the varied pursuits of farming, lumbering, and finally trading to the then far distant Canadian line. While there he received an offer from the Northwest Fur Company, which he came near accepting, which would have entirely changed the course of his life.

It must not be supposed that while thus actively engaged the cultivation of his mind was entirely neglected. He eagerly seized every opportunity for reading and study, became an ardent admirer of poetry, and could recite, even latterly, lengthy quotations from Burns and Byron, as well as most of the British poets. He was also a musician, and his inherited taste for fine arts made him a competent critic on artistic matters.

At this time the Erie Canal was commenced. This great work, which has linked to imperishable fame the name of Dewitt Clinton, its projector, opened a new field to Mr Archbald's energies. He became a contractor, and built

that section of the canal which destroyed the symetry of his own beautiful farm, and, by the way, the old homestead was yet in his possession, and kept up with the reverence due the home of his parents and his own early days. His work as a contractor was well done; much to the surprise of the engineer, there were none of those attempts at cheating so common on politically managed improvements. The engineer in charge was the celebrated John B. Jervis, who, feeling pleased with the young man's faithfulness and capability, offered him a position on his engineering corps. Mr. Jervis was soon after offered the charge of the newly begun Delaware & Hudson Canal, and in the year 1825 Mr. Archbald was employed by him on it. He was placed under Mr. ———, an engineer somewhat noted for his *fast* qualities, who not finding any congeniality in the straightforward plodding assistant, asked his removal, on the ground that he would never make an engineer. Mr. Jervis at once assented, and to the general surprise made him Resident Engineer, in charge of that Division. Poor —— consequently became his subordinate, but Mr. Archbald, true to his natural character, allowed no prejudice to prevail, but treated him kindly as long as he remained. In 1829, the newly opened mines and railroad at Carbondale being in their incipient stages of existence, the Directors elected Mr. Archbald as Superintendent, and since that time his life was principally passed in our valley.

Carbondale at this time was a new settlement. The nearest village of importance was Wilkes-Barre, on the Susquehanna, and between them lay Razorville (Providence) and Pittston Ferry. Slocum Hollow (Scranton) was nothing, and lay too far off the main road to be visited. The whole Lackawanna Valley was a partial wilderness. Blakely was a good lumber region, through which a miserable road led south, and the mineral wealth of the valley was generally unknown. Money was scarce in the beach woods, and the fact that the company paid it out liberally for their work, led to a large settlement at Carbondale. The Irish population was small and were generally a contented and hard-working people, having every confidence in the liberality and justice of Mr. Archbald, whose ears were ever open to their wants. Some of the most influential of the foreign population of this section owe their rise to his kindness and appreciation.

Some seven or eight years after this, Wm. C. Bouck, Canal Commissioner and afterwards Democratic Governor of the State of New York, offered Mr. Archbald the position of Engineer in charge of that portion of the Erie Canal enlargement lying between Troy and Utica, a distance of 100 miles. This he accepted, and left Carbondale, much to the regret of the company and of the citizens of the place. But he did not stay long away. The strife and trickery of politics which prevailed among the canal authorities disgusted him, and at the earnest solicitation of the President of the Delaware & Hudson Canal Company he once more took charge of the road.

In 1847, the Pennsylvania Coal Company commenced building their railroad from Pittston to Hawley, and this, too was placed in charge of Mr. Archbald, and constructed upon his plans. This road has been run with few changes since he left it, and is considered a model for the economical transportation of coal.

About this time Carbondale was made a city, and the citizens thereof, to show their respect and attachment, elected him Mayor, which office he filled for four successive terms, and until he removed from the place.

In 1854, Mr. Archbald was chosen Vice-President of the Michigan Southern and Northern Indiana railroad, and he once more and finally dissolved his connection with the Delaware & Hudson Canal Company and the Pennsylvania Coal Company, and took personal charge of the Western road. His stay in the West, however, was limited to a year, when he received his final recall to the scene of his early labors.

A new railroad was in progress, and mighty changes were taking place in the valley. The extension of the Delaware and Hudson Railroad had built up the village of Archbald, the business of the Pennsylvania Coal Company had made Dunmore, and now Slocum Hollow transformed into Scranton, has become the center of

JAMES ARCHBALD.

the coal trade of the valley. The Hon. G. W. Scranton was compelled by ill health to abandon his position in the employ of the Delaware, Lackawanna and Western Railroad Company, and by the general voice of the Directors, Mr. Archbald was appointed General Agent. He now moved his residence to Scranton, leaving Carbondale (after a sojourn of about thirty years) much to the regret of her people, and followed by the good wishes of the entire population. Since 1858 Mr. Archbald was Chief Engineer of the Delaware, Lackawanna and Western Railroad, and also President of the Lackawanna & Bloomsburg Railroad, both of which positions he held at the time of his death. He had a competency—the proceeds of a life of industry, not a dollar having been made in speculation—but his active habits of life still forbade his retiring from his customary pursuits until near his death he possessed the elasticity and industry of younger days, rose with the early dawn, and on a tramp over the mountains could not be tired out by any man in Luzerne county.

Esteemed most by those who knew him best, Mr. Archbald had the entire confidence and affection of the railroad managers and employes.

The simplicity of his character, the purity of his life, and the uprightness of his dealings, have made his name a synonym for honesty.

He never failed in his word; he never refused a favor, nor harbored an enmity; he never solicited an office.

In 1866, Mr. Archbald reluctantly accepted the unanimous nomination of the Republican party for Congress, but was defeated by the boldest naturalization frauds ever witnessed in this county. Personally, Mr. Archbald's inclinations were averse to running the gauntlet of this campaign, but the clamorous entreaties of his friends overbore his better judgment.

While Mr. Archbald was in charge of the Delaware & Hudson Railroad at Carbondale he conceived the plan of raising the road at the head of each plane, and lowering at the foot of the next, and in this way making a slight decline from the head of one plane to the foot of the next. As the road was before that constructed it was perfectly level between the planes and the cars were drawn back and forward from one to the other by horses. Mr. Archbald's plan was to make avail of the force of gravity by a slight inclination, so that the cars would run of themselves after being drawn up the planes by the stationary engines. He laid his proposition before the managers of the company, and with difficulty succeeded in getting permission to try it between planes Nos. 4 and 5. But so successful was this change when tried, that it was not only at once adopted along the whole line, but it was decided by Mr. Wurts, the President, not to mention the matter in his annual report, that the company might have full enjoyment and monopoly of the invention. This simple plan has been in use by the company ever since, and in 1847, when Mr. Archbald took charge of the constructions of the Pennsylvania Coal Company's road, he laid it out in the same way. He died at Scranton, August 26th, 1870. His remains were deposited in the cemetery at Dunmore.

CHAPTER XXXI.

JOSEPH J. ALBRIGHT.

"Creation's tenant, he is nature's heir."

Joseph J. Albright, of Scranton, Pa., was born amongst the Moravians, at a place called Warwick, Lancaster county, Pa., Sept. 23d, 1811. This picturesque little town was the native place of his immediate ancestors, who, as may be surmised, were of the German origin. His parents appear to have occupied a comfortable position, but had not sufficient wealth to warrant their son in leaning upon them for more than an education wherewith to begin life. His early impressions of Warwick were only such as could be acquired in the first five years of his career, as in 1816 his parents removed to Nazareth, in Northampton county, and placed him in due time under the tuition of the principals of the hall which took its name from the town. Having completed his studies at this place, it was his father's desire that he should learn a trade. His father's, however, (that of gun making,) had no attractions for him, and desiring to master one the acquisition of which would not occupy much time, he selected tin smithing, and so apt a scholar did he prove that in three months he started business in this honest Moravian village (of which society he was a member,) on his own account, bought a dozen boxes of tin plate, some tools, etc., from Phelps & Peck, now Phelps, Dodge & Co., N. Y. With these necessary adjuncts a shop was started and in about six months he turned out more tinware than the village and surrounding population used for years. His stock accumulating on his hands, he obtained a horse and wagon and peddled it round the country. Having no inclination to thus spend or waste his time, and having about arrived at maturity, an offer made was accepted by him to go to Oxford Furnace, N. J., as assistant manager with Henry Jordan & Co. Here he remained three years, showing, as in other cases, his quickness in mastering all that pertained to the business. At the expiration of his period, unsought on his part, an offer was made by some of those good Moravians to take sole charge of one of the most extensive manufacturing establishments in Eastern Penna., viz: Catharine furnace, forge, &c., situated near Nazareth, under an agreement with him for the benefit of its creditors. His age at this time was only twenty-three, but by his tact and business management they were saved from bankruptcy. Here he successfully introduced the first hot blast applied to making iron in the United States, and also bought and brought the first magnetic iron ore from New Jersey to Pennsylvania, via: Morris canal, which ore was purchased from Gov. Mahlon Dickinson, and obtained from his celebrated Succasunna mines, Morris county, N. J. At the expiration of three years from the time of taking charge of these works, he became the owner by purchase at Sheriff's sale of what was then known as Clarissa Iron Works, (Heinbock's) forge, furnaces, etc., on Aquanshicola creek, near the Lehigh Water Gap, Carbon county, Pa., and with a thousand dollars in his pocket, which was borrowed at the rate of 3 per cent. per annum, together with some which he had saved, launched out, a full and complete Ironmaster. Here, however, he was overtaken by a sad catastrophe, and a man of less energy and will might easily have been prostrated thereby; in 1841, when the great flood upon the Lehigh and its tributaries

washed away the Lehigh Coal and Navigation Company's works, canals, etc., and almost plunged them into bankruptcy; it also made a total wreck of his works, not leaving one stone upon another, his 3 per cent. loan and thousands more were washed down that creek.

There, with a devoted wife and two little children, he was suddenly made worse than penniless, and what to do next, was a problem not easily solved. At such a time the utmost fortitude that can be called up is inadequate to comfort, and an easy passage from life and its ills seems the great desideratum. Mr. Albright, was not, however, the man to despair, so he arranged with his creditors for an extension, and a year from the time it was destroyed, completed the rebuilding of the forge with greater capacity. Scarcely, however, had it been completed, when it was partially destroyed by fire, the elements seeming to combine to work his ruin. The damage was again repaired, and work resumed, and an insurance affected upon the building, which thereafter showed no inclination to burn. Thus an opportunity was offered him of paying his debts. Not liking the name Clarissa, and being a good Clay Whig, the works were re-christened and named the "Ashland Iron Works." The inclination at that day was to name furnaces after the given name of the proprietors' wives, hence Clarissa, Catharine, neither of which however, was Mrs. Albright's name. In 1844, in connection with the Hon. H. D. Maxwell, and Samuel Sherrard, he purchased a large tract of land and furnaces near the Natural Bridge, Va. Here, soon after the erection of a new furnace, one of the works was totally destroyed by fire. The iron interests under the ruinous tariff, had become so prostrated that it was impossible to make a profit, and having been compelled to sell pig iron at $10 per ton he determined to discontinue the manufacture in Virginia, and returned, in 1849, to the Ashland Iron Works, Pa., accompained by the same devoted wife and four little ones. He had still retained the ownership of these works, becoming, however, somewhat weary of iron, associated so closely as it had been in his experience with fire and water (letters were not unfrequently addressed to him as the fire and water iron master,) and a proposition being made in 1851 by his friends—the Scrantons—to take an important position in the town bearing their name, in the service of the Delaware, Lackawanna and Western Railroad Company, he accepted and removed thereto, it being at that time little better than a wilderness, but now, having been developed by the energies of such men, the third city in Pennsylvania. In this position he assumed the entire control of the company's coal mines, sales of coal, etc., and it is conceded that upon his undeviating devotion to their interests for fifteen years, hinged the prosperity and success of their enterprise. In 1866, he was induced to accept a similar position with the well-known and extensive corporation—the Delaware & Hudson Canal Company—a position he still retains, and of which Company Thomas Dickson is president, and who, in 1856, was induced by Mr. Albright, to remove from Carbondale to Scranton, where he established a machine-shop for the manufacture of all kinds of mining machinery. This is now known as the Dickson Manufacturing Company. The explanation produced to account for Mr. Dickson getting ahead of Mr. Albright appears to be that the former was expelled from school for pitching an inkstand at the facial adornment of a pedagogue, and thereupon undertook the arduous task of driving *one* mule, while the latter, from circumstances beyond control, never secured an opportunity of driving less than *two*. During his sojourn in Scranton he has been identified with the growing interests of the place, and at the present time is president of the First National Bank—one of the most successful in the United States. He is also president of the Scranton Gas & Water Co. He has long been connected with the Presbyterian Church, of which he is an exemplary member. It was whilst he was at Catharine Furnace that he became acquainted with David Thomas, of Catasauqua, to whom Mr. Albright accords the credit of making the first pig iron, with anthracite coal, as a successful operation in the United States.

In 1861, whilst the war was raging, through acquaintance in Richmond, Va., very liberal offers were made him to go to "Dixie" and

manufacture iron for the use of the Confederate forces. The proposal was somehow smuggled through the lines, and in due time received, the route being given through Missouri, by which he might reach there. A quotation from this epistle reads: "The purpose the North cherishes of occupying Virginia is simply absurd, as their soldiers run in every fight." Though he was willing enough to make iron for loyal men, nothing could induce him to become untrue to the great cause, and the letter remained unanswered.

Thus runs the story of a life, teeming with incentives and motives for the cultivation of patience and energy. Though placed in the immediate way of temptation to smoke and use of the weed and drink, he resisted, and has found that he could succeed without them. It is a remarkable fact, well worthy of mention, that of the five brothers, of which he was one, all of whom in early life assisted behind the counter of their father's store, where liquor and tobacco were dealt out as part of the ordinary merchandize (segars for a penny, and half Spanish two for one cent), not one of them used either the one or the other, and all of them were strong advocates of the temperance cause. Three of these have been gathered to their fathers—the subject of this sketch at a good old age is vigorous and hearty—while the fifth, the Hon. S. J. Albright, is now and has been for many years residing at St. Louis, Mo. The father's example was not lost on the boys, he having strongly advocated temperance and the non-use of tobacco.

Though the hard earnings of a life were swept away in a day, he yet arose from his prostration and took a firmer grip. Through all the devious windings of a chequered career the principle of right has guided him. Placed in a position once to join the severed interest of capital and labor, he satisfied the former and did justice to the latter, always retaining the love and respect of those in his employ by his gentle manners. In his sixty-fourth year, he is yet in possession of unimpaired faculties, and surrounded by his devoted partner and interesting children, enjoys the fruit of his unremitting labors.

EDWARD W. WESTON.

The reports of the Delaware and Hudson Canal Company for a term of years past are literally bespangled with the name of this constant worker—Edward W. Weston, the General Agent, in charge of the Real Estate of the company. He was born in Salem, Wayne County, in this State, December 5th, 1823. His father, Elijah Weston, was an early resident of that county, his mother, being the daughter of Major Jason Torrey, who settled in Wayne county, about the year 1794.

Edward's earlier years were passed in Salem, his time being divided between attending a country school, working on a farm, driving a team, teaching school during the winter season, and land surveying.

In 1844, he removed to Honesdale, and entered into the business of surveying and engineering in the office of his uncle, John Torrey, then the principal Land Agency office in Northern Pennsylvania. He remained here until 1859, when he was called to the Lackawanna Valley to take charge of the lands and surveys of the Delaware and Hudson Canal Company.

In 1860, soon after the appointment of Thos. Dickson as Superintendent of the Coal Department of that company, the additional duties of Mining Engineer were assigned to Mr. Weston, and upon the accession of Mr. Dickson to the General Superintendency of the company's business, January, 1864. Mr. Weston was appointed Superintendent of the Coal Department in his place, which position he held until April, 1874, when in consequence of the largely increased business of the company, and the extent of country over which its property and roads are located, it became necessary to separate the Real Estate from the Mining Department.

Mr. A. H. Vandling was then appointed Superintendent of the Coal Department, and Mr. Weston made General Agent in charge of all the real estate of the company, which position he now holds, to the satisfaction of the company, in every detail.

His faithfulness to duty, and constancy in attention, marks him a model officer.

CHAPTER XXXII.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD, EMBRACING ALSO IN ITS POSSESSION, THE MORRIS & ESSEX R. R. CO., OSWEGO & SYRACUSE R. R. CO., UTICA, CHENANGO & SUSQUEHANNA VALLEY R. R. CO., SYRACUSE, BINGHAMTON & NEW YORK R. R. CO., AND THE LACKAWANNA & BLOOMSBURG R. R. CO. SAMUEL SLOAN, PRESIDENT.

For what from its own confines chang'd doth pass,
Is straight the death of what before it was.
—MONTAIGNE, vol. I, chap. XXI.

In the year 1817, the sparsely settled region along the Lackawanna river had become aroused to the importance of improving the navigation of that stream, and a company was incorporated at that time for this purpose, but nothing more in a material manner ever took tangible shape. Henry W. Drinker, then a landed proprietor in the district commonly known as the "Beech Woods," or Drinker's Beach," who died October 13th, 1866, was a man of more than ordinary perception and culture. Even at this early day his mind was active in contemplating different projects by which an outlet to the more extensively settled regions of Easton, New Jersey and New York could be reached, and to this end, in 1819, he explored the mountains and valleys from the Susquehanna at Pittston to the Delaware Water Gap, with a view of connecting the two points by a railroad to be operated by hydraulic power where nature favored, and by horses in more isolated sections.

He was one of the four original master minds of the wilderness at that day, the three besides being William and Maurice Wurts, already noticed the chapter on the Delaware & Hudson Canal Company; and Thomas Meredith, of whom more hereafter. The interests of Drinker's Beech were uppermost in Mr. Drinker's mind, though the contemplated line would pass through the Slocum Hollow settlement

The original estate of the Drinker's numbered some twenty-five thousand acres of unseated land, now embraced by the counties of Wayne, Pike and Luzerne. During the year 1787, Henry Drinker, Sr., of Philadelphia, father of the two sons, Henry W and Richard Drinker, purchased from the State these acres, and in the following year an effort was made by the two latter to develop the tract by opening a highway through it. For a lack of means it failed for a time, but four years later, John Delong, of Stroudsburg, with a force of men cut a wagon road to these possessions.

The road cut by Delong, for lack of constant travel soon grew to underbrush, but it established a course, and the present eastern outlet is often called the Drinker Road, although the line of direction is not exactly parallel. In 1831, the father and two sons, visited Stoddardsville, a small village on the Lehigh, which owed its origin to one John Stoddard, an alien, from Philadelphia, who commenced lumber operations there. As it promised for the future to become somewhat of a business centre, the Drinkers next determined to open a road in that direction.

The first clearing in Drinker's settlement was made in 1815, where a log house was erected, on nearly the same location that supported the later, and more finished Drinker residence. In 1816 a road was surveyed and opened which has also been known as the Drinker Road, extending from the Wilkes-Barre and Easton Turnpike, at

a point about a half mile above Stoddardsville, to the north and south road, near the Wallenpaupack bridge, a distance of thirty miles.

The Court Records of 1818, of the Court of Quarter Sessions, held at Wilkes-Barre, make mention as follows: "In honor of Brigadier-General Covington, who gallantly fell at the battle of Williamsburg, in Upper Canada, the Court called this township Covington." This township embraces the Drinker possession, and H. W. Drinker being an intimate friend of General Covington, this name was given to the new township at his suggestion.

As early as 1826, Mr. H. W. Drinker obtained a charter for a railroad, the object of which was to connect the Susquehanna river at Pittston with the Delaware at the Water Gap, the course to be up the Lackawanna from the former point, to Roaring Brook, which would take in Slocum Hollow, thence up the latter stream to Lake Henry, crossing the headsprings of the Lehigh, down the Pocono and the Analomink to the Gap. This evidently. would open a market, but the project was delayed, and not till eleven years afterward did the contemplated route have a practical survey.

In April, 1826, Mr. Drinker obtained an act of incorporation of the "Susquehanna and Delaware Canal and Railroad Company." The charter implied either a railroad operated up the planes by water, or a canal a portion of the way. The original report displays at length, that horses were contemplated as the motive power between the planes; toll houses were to be established along the line, and collectors appointed; drivers or conductors, of "such wagon, carriage, or conveyance, boat or raft, were to give the collectors notice of their approach to said toll-houses by blowing a trumpet or horn."

Henry W. Drinker, William Henry, David Scott, Jacob D. Stroud, Daniel Stroud, James N. Porter, A. E. Brown, S. Stokes, and John Coolbaugh, were the commissioners.

This crude plan for transportation never culminated to even partial construction, but it kept alive a germ of thought, which two such men as Drinker and Henry, above named, would not allow to droop. A subscription was accordingly started in 1830, by which a few hundred dollars was obtained; with this limited fund they were enabled to employ Major Ephraim Beach, a civil engineer, to run a preliminary survey over the intervening country. The present line of the Southern Division of the Delaware, Lackawanna and Western road is, in the main, much the same as that run by Beach.

In the Commissioners' Report of the route, 1832, it was stated that "iron in bars, pig, and castings, would be sent from the borders of the Delaware in Pennsylvania and New Jersey, and that limestone in great quantities would be transported from the same district and burned in the coal region, where fuel would be abundant and cheap.

What was known as the Meredith Railroad, was a contemporaneous project. Thomas Meredith, the projector conceived the idea of the route leading from the mouth of Leggett's creek in Providence to Great Bend on the Susquehanna, forty-seven and a half miles above, called the Lackawannock and Susquehanna Railroad. It was surveyed by James Seymour, four years after the granting of its charter. It has also been extensively known as the Leggett's Gap Road, and the route chosen was about identical with that of the present Northern Division of the Delaware, Lackawanna and Western Railroad, leading from the city of Scranton through the Gap to Great Bend, and now continuing on to Binghamton. Neither road was ever expected to carry passengers; such an idea in those days had not entered the brains of these pioneers. Hollister writes:

"The report of the Commissioners, presenting the subject in its most attractive light, failed to excite the attention it desired. Men reputed as reliable looked upon the scheme as unworthy of serious notice. Those who had achieved an indifferent livelihood by the shot-gun or the plow, saw no propriety in favoring a plan whose fulfillment promised *no protection to game or greater product to the field.*"

In the spring of 1832, the Company was organized, a sufficient amount of stock having been subscribed, by which Henry W. Drinker was elected President, John Jordan, jr., Secretary,

and William Henry, Treasurer. The President and Treasurer were constituted a Financial Committee to raise means to make the road, by selling stock, issuing bonds, or by hypotheeating the road, &c. The Engineer's map, the Commissioners' report, and newspaper articles were distributed on every hand, announeing the material benefits which must result from the completion of the enterpise; but, neither the Drinker or the Meredith charter grew in favor.

The Leggett's Gap Railroad, was expected, when completed, to reeeive the trade from the regions bordering on the Susquehanna, Chenango and Chemung Rivers. Public meetings were ealled by its friends at the old Exchange in Wall Street, New York, to obtain subscriptions to the stoek of the eompany, and while many persons aeknowledged the enterprise to be a matter of more than common interest to the eountry, yet a hesitancy was manifested which affeeted the project materially, still, capitalists had, had their attention drawn to this eentre, which gave hope, or impulse, at least.

At length, engagements were made with New York eapitalists to carry the matter forward to a favorable termination, provided that Drinker and his friends would obtain a charter for a continuous line of gravity railroad up the Susquehanna, from Pittston to the New York State line. In 1838, a perpetual charter for such a road was obtained by their agency, and the first installment of five dollars was paid, according to the Aet of Assembly. It was then eonsidered that in eonneetion with other roads, at or near the Delaware Water Gap to New York city, it would be, with its terminus at Jersey city eastwardly, and the State line near Athens, Bradford county westward, the shortest and the best line in the natural avenues indieated from New York west.

The New York and Erie Railroad was engrossing the attention of Southern New York at this time. Of the seven Commissioners, John B. Jervis, Horatio Allen, Jared Wilson, and William Dewey urged the adoption of the route now used by the Delaware, Lackawanna and Western Company, while F. Whittlesey, Orville W. Childs and Job Pierson reported adversely to it.

The New York gentlemen interested in Drinker's route, were greatly encouraged to hope for success; and although nothing had yet been done toward construction, yet several seetions in the "Susquehanna Railroad" law were, by supplements, so amended by legislative enactments as to fulfil upon that point every expectation. The commercial embarrassments of 1835-6-7 retarded further speculation, and the route and its prospeets languished for want of friends.

In the summer of 1836, an English nobleman, named Sir Charles Agustus Murray, became interested in the project while on a traveling tour on this continent. A correspondence ensued, which led to a meeting of the friends of the road, at Easton, June 18th, 1836. Messrs. Drinker and Henry, on the part of the Railroad company, and Messrs. Armstrong of New York, Murray of England, and Clemson of New Jersey wrote artieles of association. The Committee authorized Mr. Murray to raise, as he proposed to do, 100,000 pounds sterling in England, on a condition precedent that the company would raise the means to make a beginning of the work. Mr. William Henry aeeompanied him to New York, and furnished him with a power of attorney, and on the 8th of August, 1836, Mr. Murray sailed for his home. Mr. Henry at once met and made arrangements with the Morris Canal Board of Direetors to raise $150,000 on stoek subscriptions, to commence the road, but before these arrangements had matured, news arrived from England through Mr. Murray, that the prostrated monetary affairs of Europe would not admit of any speculation for the time being.

This meeting at Easton, the reader will recall, in the ehapter on the Lackawanna Iron and Coal Company, as the one in which Mr. Henry laid out his views on the iron and eoal resources of the Laekawanna Valley, thereby winning Mr. Armstrong over to the idea of purehasing lands. The subsequent purchase by Henry and Armstrong—the latter's death—the substitution of Col. George W. and Selden T. Scranton as partners has already been explained.

The old routes, with all of their legislative enactments, and supplements, and altered names and plans seemed no nearer eonsummation than

at the beginning. Its final success was due to the advent of Col. George W. Scranton, more than any other single individual. He entered at once, and heartily, into the idea of an outlet, and that by locomotive power instead of the gravity system. The charter of the Leggett's road had been kept alive by the influence of Dr. Andrew Bedford, Thomas Smith, Nathaniel Cottrill, and others, and was purchased, at the suggestion of Colonel Scranton, in 1849. A survey was made during the same year.

The first meeting of the Commissioners to obtain subscriptions to the capital stock, was held at Harrison, (now Scranton), March 7th, 1849, and the amount of stock then subscribed by fifty-six individuals, was 5,026 shares, at $50 each, amounting to $251,30. The date of the charter signed by Governor William F. Johnson, was March 14th, 1849. The first meeting of the stockholders for election of officers, was held at Harrison, January 2, 1850. H. W. Drinker elected Chairman, and John S. Sherred, Secretary. Wm. H. Tripp, and Joseph C. Platt were judges of election.

The officers elected for 1850, were John J. Phelps, President; Selden T. Scranton, Treasurer, and Charles F. Mattes, Secretary. Managers: John I. Blair, Henry W. Drinker, Joseph C. Platt, Jeremiah Clark, Andrew Bedford, George W. Scranton, Joseph H. Scranton, Fred. R. Griffin, Daniel S. Miller and Charles Fuller.

The term of office was short in duration, for on the 27th of March, less than three months afterward, nearly all resigned. Roswell Sprague of New York, was elected instead of S. T. Scranton, as Treasurer; Henry Hotchkis, of New Haven, Conn., in place of Charles F. Mattes. Of the Managers, but four of the original remained, viz: George W. Scranton, John I. Blair, Fred. R. Griffin and Daniel S. Miller. In the stead of the remainder there were elected John Howland, Wm. E. Dodge, Edward Mowry, Drake Mills and Moses W. Scott, all of New York, and J. B. Williams, of Ithaca, N. Y. The immense flow of capital from these individuals caused the change.

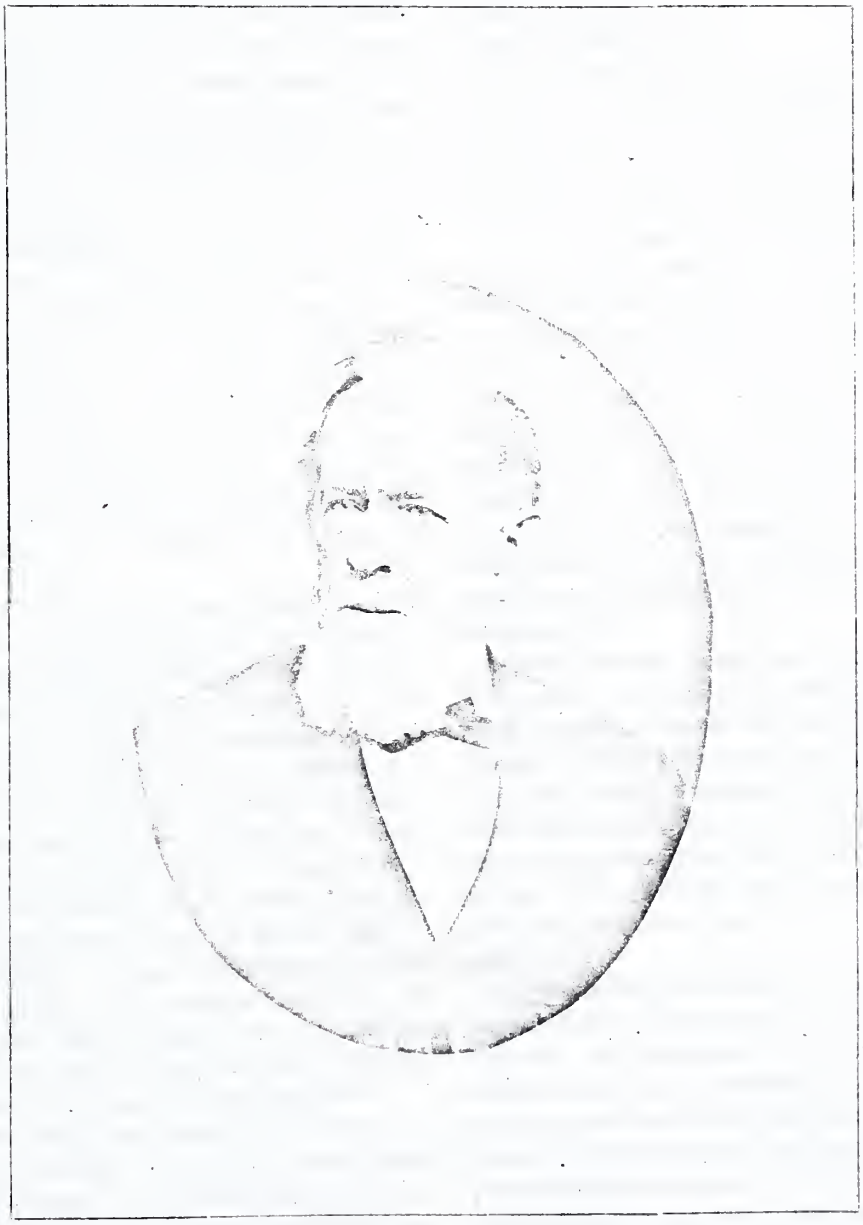
The following day, March 28, Col. George W. Scranton was appointed General Agent, and on October 20th, 1851, the road was so far completed, under his personal superintendence as to be open for traffic. It is due also to the associates of Col. Scranton, proprietors of the Iron Works at Harrison, under the special partnership firm of Scrantons & Platt, to acknowledge the large indebtedness of the railroad company to those gentlemen for the very efficient and valuable aid rendered by them in the organization and prosecution of this enterprise.

To provide the additional means requisite to finish and equip the road, and for opening and improving the coal lands, further subscriptions to the capital stock were received, and the $900,000 of the mortgage bonds authorized by the charter, were issued, all of which were taken by the original subscribers.

By an act of the Legislature, passed April, 1851, the corporate name of the company was changed to "The Lackawanna and Western Railroad Company," and this was the Northern Division. The charter of the Delaware and Cobb's Gap Railroad Company, for a railroad from Scranton, through Cobb's Gap, to the Delaware River, bears date April, 1849, and the company was organized in December 1850. This was the Southern Division.

By an act, approved March 10th, 1853, the two companies were consolidated under the name of "The Delaware, Lackawanna and Western Railroad Company," and measures were immediately adopted to construct the road from Scranton to the Delaware river; the necessary surveys having been previously made by E. McNeil, Esq, Chief-Engineer of the Company. Books were opened for subscriptions to increase the capital stock, which at the date of the consolidation amounted to $1,441,000, and such was the confidence felt in the success of the enterprise, not only by the original stockholder, but by other capitalists, that the whole sum required, $1,500,000, was taken in a few day.

As a matter of convenience in keeping the accounts, the entire line of the road was divided into two sections—the Northern and Southern Divisions; the former extending from Scranton to Great Bend, a distance of fifty miles; and the



JOSEPH J. ALBRIGHT.

latter, extending southeasterly to the point of junction with the New Jersey Railroads on the Delaware River, five miles below the Water Gap, sixty-one miles in length.

The first meeting of the Commissioners of the Delaware and Cobb's Gap Railroad, was held at the house of Jacob Knecht, in Stroudsburg, November 28th, 1850, at which time the whole number of shares authorized by Act of Incorporation were subscribed for by twenty-seven different individuals, and the first installment paid thereon. Date of Letters Patent, December 4th, 1850. The first meeting of stockholders for the election of officers was held at the house of Stroud J. Holinshead, in Stroudsburg, December 26th, 1850. The officers chosen were: Col. George W. Scranton, President; Directors—John J. Phelps, Wm. E. Dodge, Thomas W. Gale, L. L. Sturges, John I. Blair, Selden T. Scranton, Joseph H. Scranton, Jos. C. Platt, Horatio W. Nicholson, James M. Porter, James M. Stroud and Franklin Starburd. These Directors held a meeting on the same date, and elected John I. Blair, Treasurer, and Charles F. Mattes, Secretary.

With a view to derive an income from the road at the earliest day, some small sections of the Northern Division were passed by temporary structures the most important of which, were the switch over Tunkhannock Mountain, and the trestles across Factoryville and Humphrey's Hollows. The switch was afterward abandoned by constructing a passage through the Tunnel, saving two miles of distance. The total cost of the Northern Division up to January, 1854, including engineering, land for depots, right of way, grading, bridging, superstructure, station houses, machine and car-shops, car-houses, contingent and office expenses, &c. &c., and the amount expended to that time towards the construction of the Tunnel, was $2,162,048.75.

It was during the summer of 1853 that this company set about constructing a model engine of "great power" for burning Anthracite coal; and, as was expressed in the report of that year, "should the anticipations in this respect, be realized, we design at once to order several more of the same character. Coal burning engines are now in successful operation on the Reading and other roads, and it is believed that they will soon come into very general use, thereby causing a large increase in the consumption of anthracite coal, and at the same time effecting a vast saving in the cost of fuel, no small item in the running expenses of all railroads."

The cost of the equipment of the road, comprising the following, viz:

13 Locomotive Engines, 10 Passenger and Baggage cars, 60 Horse and Platform Freight cars, 854 Coal cars; machinery and tools in the machine and car shops, at Scranton, and other smaller items, amounted to $395,724.64.

For the more convenient management of the business of the company, on the line of the works, the several branches were divided into four distinct departments, each of which was placed under a Head, subject to the President and Board of Managers. These departments and the names and titles of the officers respectively, were as follows: Construction, Edwin McNeil, Chief Engineer; Transportation, D. H. Dotterer, Superintendent; Coal Department, J. J. Albright, General Coal Agent; Machine and Car Shops, under the supervision of D. H. Dotterer, Superintendent.

Besides the work done on the Southern Division, and in constructing the great tunnel, and filling in the high trestles over the hollows in the Northern Division, there had been erected during that year (1853), a commodious passenger car-house at Scranton, a station house at Oakley's Station, two large wood-sheds, one at Clark's Summit and the other at Tunkhannock, and about five miles of second track laid, for turn-outs, sidings, &c.

Besides making provision for all the ordinary repairs of the locomotives and cars in use on the Railroad, and the machinery and mine cars in the use of the Coal Department, in view of the very favorable location of the village of Scranton for such purposes, and the facilities afforded for procuring ample supplies of iron, and the various kinds of lumber and other materials necessary, the Board of Managers early made arrangements for the erection of capacious buildings for shops, and supplying them with the necessary tools and

machinery for the manufacture of cars, of which it was foreseen that a large additional number would soon be required.

In the year 1854 the shops consisted of one brick building on Washington avenue in the form of an E, the main building being 210 feet long by 75 feet in width, the two wings being each 200 feet long by 55 feet wide. The main building was used for a smith and pattern shop, office, engine and boiler room, the west wing for repairs and building of cars, and the east wing for the repairs of engines and engine house.

In the year 1855, the addition of an Iron Foundry was made to the foregoing, on the same street, also an engine-house, the whole being covered with a dome 98 feet high, and capable of holding 30 engines. The building was located on the north ends of the east and west wings, and was not completed until the year 1856, at which time the wing heretofore used in part as an engine-house, was vacated for that purpose, and thereafter used wholly for repairing engines.

During the years 1857 to 1860, no material change was made, but as the business of the shops increased in consequence of an increasing business of the road, a like increase of shop-room was found to be necessary, and an addition in size 100 by 100 feet was made between the two wings adjoining the engine house.

In the year 1862, the ever increasing business of the Company required yet more shop capacity, and a smith-shop was erected on the south side of Washington Avenue, adjacent to the before-mentioned buildings, in which was put a steam hammer and some thirty-two forges, to which, all the smiths were removed from the main building, which thereafter was used for repairing engines and cars.

In the further progress of events, the additions named being yet too small, and as room was not to be found for further additions in the immediate vicinity of the shops, it was concluded by the Company to purchase the ground remaining between Washington Avenue and Cliff street, and north of the other shops named, and erect additional buildings thereon. These buildings were commenced in 1865. The Round House building was completed and used in July, 1866.

The present Machine Shops were commenced at the same time as the Round House.

In the year 1865 the large dome on the first Round House built by the Company, which added somewhat to the looks of the city, was found to be settling, and on examination proved to be unsafe, and was taken down. The building was altered, so that at present it is used for an engine house. The Company finding the Iron Foundry too small for their large increase of business, built one 100 x 100 feet with facilities for making about 10 tons of engine and car castings per day.

With these few statistics in outline, the reader's attention will be recalled to the more general history of the road which was broken to give way to the shops. The first printed annual report of the Company, dating 1854, shows that during the year 1853, 43,726 passengers, and about 100,000 tons of anthracite coal, 10,000 tons of iron, and 34,000 tons of other freight were transported over the road. In the Coal Department, great activity was displayed by the corporation at the outset. Care was taken at an early day, to secure some of the choicest tracts in the valley, lying in the immediate vicinity of their principal depot, at Scranton.

The Diamond mines were commenced in 1852, and in the year following the steam power coal breaker was completed and put in operation. Contracts were also made for sinking two slopes and a shaft near the openings at the Diamond mines, for the purpose of reaching the lower and larger veins. At the commencement of their coal operations, and until about January, 1853, the Company worked their own mines, but it was subsequently deemed expedient to have this work done by contract. Accordingly an agreement was entered into on the first of April, 1853, with Mr. Thompson Peckens, and his associates, for working the mines of the Company, for the term of five years; the Company paying him stipulated prices per ton, for coal mined, prepared and loaded into the transportation cars.

As is common to all new enterprises of this nature, some embarrassment arose from want of experience; and in the commencement of the Company's operations, not having the necessary

apparatus for preparing their coal in a proper manner, they were under the necessity of forwarding it to market in the condition in which it came from the mines. In consequence of this a prejudice was created in the minds of some consumers against the *quality* of the coal; the managers, therefore, removed the difficulties which they had encountered in this branch of their operations, and they not only reached the best veins of coal, but by the erection of steam coal breakers, and revolving screens, for preparing it, and extensive pockets and shutes for loading it into the cars, they soon possessed every facility for shipping it in the best possible order. During the year 1854, the Company proceeded to the erection of works on the Griffin farm.

In view of the large prospective demand for their coal, and the necessity of making timely arrangements for supplying the same, and in order not only to ascertain the quantity of coal upon their lands, but also to establish its quality, the whole was thoroughly surveyed, both by Mr. Needham, Mining Engineer, and Prof. H. D. Rogers, State Geologist of Pennsylvania, the results of which were, in all respects, highly satisfactory. From the very elaborate and interesting report of Professor Rogers, which was published in Boston, and from the very careful surveys, borings and other minute examinations of Mr. Needham, it appeared that the quantity of minable coal on the Company's lands would exceed FIFTY MILLIONS OF TONS; that the different veins were adapted, respectively, to the various purposes of generating steam, smelting and manufacturing iron, and for all other manufacturing and domestic purposes; and that the quality for all these various purposes was fully equal to any other coal produced.

In the event that the supply of coal from the Company's mines at any time should prove inadequate to the capacity of the road, ample quantities would be offered by the proprietors of other collieries in the vicinity. In addition, the Lackawanna and Bloomsburg Railroad was soon to be built, which would open to market every coal field in the Wyoming Valley, including the valuable red ash coal of Plymouth, by the shortest and most favorable route to tide water.

The Southern Division had not, as yet been completed, and when that was opened to traffic, with the connections which were then in progress, coal could be transported from the mines at Scranton and Wilkes-Barre to Elizabeth Port, or Jersey City, opposite New York, in ten hours time. As announced by the President, "an order may be given by telegraph in the morning, and the coal delivered at tide water the same evening—*and at all seasons of the year.*"

The contract for the construction of the Southern Division was put under way in June, 1853. This section of the road, as before explained, extend from Scranton through Cobb's Gap and the Delaware Water Gap to a point on the Delaware River, five miles below the Water Gap, a distance of 61 miles, where it connects with the Warren Railroad of New Jersey.

Anticipating a very large business on this division, the Board of Managers resolved to grade, bridge and do the masonry for a double track, all in the most substantial and permanent manner; consequently, no trestles or other temporary structures were to be erected. In order to secure a satisfactory grade, and to avoid high and long bridges, it was deemed expedient to pass two small sections by tunnels. In reference to the very favorable line and grades secured, it is due to the indefatigable Chief Engineer, McNeill, to state, that he devoted many months of almost incessant labor in obtaining crest-line and other preliminary surveys of the whole region, before the present route was adopted, which for the company was the best, if not the only practicable one, for a road of heavy traffic, from the Lackawanna and Wyoming Valleys, to tide water, in the direction of New York. Who, that has ever ridden over the barren wastes of the Pocono, has given a thought to these arduous researches of the Chief Engineer?—to the great obstacles to a rapid prosecution of the work, coupled with a scarcity of men at that time, and the almost interminable forests traversed by the line?

As to the connecting lines, the direct route to New York from the south-eastern terminus of the Southern Division would be by the Warren Railroad, 18 miles to New Hampton Summit,

and thence by the Central Railroad of New Jersey, via. Elizabeth Port; or via. Elizabethtown and New Jersey Railroad to Jersey City. Favorable contracts for doing the business of this Company had been entered into with these two companies (the Warren and Central); the latter company agreeing to lay an extra rail conforming to the guage of this road. It was further provided that a second six foot track should be laid whenever the freight from this company should amount to 400,000 tons per annum. As the Warren Railroad crossed the Morris Canal at a favorable point for the transhipment of coal, it was expected that a considerable portion of the coal business would be done through this channel.

The company also entertained hopes of supplying the Morris and Essex Railroad Company with coal for the Eastern market, and to meet the large demand for the manufacture of iron and for other purposes upon the line of that road. It was further anticipated that the Trenton and Belvidere Railroad Company would extend their road from Belvidere to the south-eastern terminus of the road, a distance of four miles, and thus open a direct communication between Northern New York, the Lakes and Canada, and Trenton, Philadelphia and the South. The addition of a single rail to the point of its junction with the Feeder of the Delaware and Raritan Canal, would open another great avenue by a descending grade to tide water; whence coal, lumber, &c., might be shipped by the large Propellers and Barges of that Company to the eastern markets.

Still another, and very important connection was anticipated from the continuation of the Philadelphia, Easton and Water Gap Railroad, from Easton to the Water Gap, the privilege of doing which, with a six foot guage, was granted to that Company during the session of the Pennsylvania Legislature of 1853-4. This would open a six foot guage road from Philadelphia, by the most direct route, and easiest grades, to every section of Western New York and the Northern Lakes.

In addition to the foregoing, the Delaware and Hudson Railroad, extending from Newburg to the Water Gap, had been located, and the section between Chester and Newburg had been constructed as a branch of the Erie road. The construction of the Providence, Hartford and Fishkill road then in progress, rendered this connection of vast importance, and the managers looked forward to no distant period when it would be made.

The Western and South-western connection is by the Lackawanna and Bloomsburg Railroad, which is now the property of the Delaware, Lackawanna and Western Company. It was commenced in 1854, E. McNeill, engineer, and was finished in 1857. It extends from Northumberland on the Philadelphia and Erie Railroad, by way of Rupert, Bloomsburg and Berwick in Columbia country, and along the length of the Wyoming and Lackawanna Valleys. The grade is easy as it follows the course of the Susquehanna and Lackawanna rivers, being about three and a half feet per mile. The irresistible inference that was drawn from this connection was, that the Sunbury and Erie, the Allegheny Valley, and the Lackawanna and Bloomsburg Railroads, connecting at Scranton, would secure to New York her nearest and best channel of communication with the West and Southwest, and to this road, the many positive advantages claimed for it, among which might be named as worthy of especial attention, the great facilities which its construction would furnish the company for extending indefinitely their coal business, and for its safe and economical management.

Of the northern and northwestern connections, the first report exhibited sanguine expectations. At Great Bend, 186 miles from New York by this route, the Delaware, Lackawanna and Western road connects with the New York and Erie, over which, by a perpetual contract, its freight and coal trains, and passengers are conveyed on favorable terms both east and west.

Leaving out of view the fact, that the Delaware, Lackawanna and Western Railroad, and its branches, is a great channel for the transportation of coal, its importance as a general freight and passenger road should not be overlooked. Passengers have an opportunity of visiting that

great natural curiosity, the Delaware Water Gap, from which point the road ascends the "Pocono" by easy grades; across the high table-lands of which it passes for about twenty miles, and from which point the view is of extraordinary extent and beauty. Further on, the Wyoming and Lackawanna Valleys possess great attractions for tourists, and the route generally, is a favorite one for pleasure travel.

Of the branches and connections, the following brief summary will convey to the reader some idea of the magnitude of this corporation:

Great Bend, Pa., to Delaware river, 115 miles.

The company operate the following branch lines:

Morris & Essex R. R.—Hoboken to Phillipsburg, N. J., and Boonton Branch, 118 miles.

Newark & Bloomfield R. R.—Newark, N. J. to Montclair, N. J., 6 miles.

Chester R. R.—Dover, N. J., to Chester, N. J., 13 miles.

Warren R. R.—Delaware River to New Hampton Junction, N. J., 18.30 miles.

Valley R. R.—Great Bend, Pa., to Binghamton, N. Y., 11.50 miles.

Greene R. R.—Chenango Forks, N. Y., to Greene, N. Y., 8 miles.

Utica, Chenango & Susquehanna Valley R. R.—Utica to Chenango Forks, N. Y., and Richfield Branch, 98 miles.

Oswego & Syracuse R. R.—Oswego, N. Y., to Syracuse, N. Y., 35 miles.

Cayuga & Susquehanna R. R.—Owego, N. Y., to Ithica, N. Y., 34.60 miles.

Syracuse, Binghamton & New York R. R.—Syracuse to Binghamton, N. Y., 81 miles.

Lackawanna & Bloomsburg R. R.—Scranton to Northumberland, Pa., 80 miles.

Total length of trunk line owned and operated, 608.40 miles.

At the beginning of the year 1873, the company was running upon the road as their own property:

Locomotive Engines, 128; Passenger cars, 20; Baggage cars, 9; Freight cars, 873; Coal cars, 9,516.

The tonnage moved during the year 1872, was 3,347,671, of which 2,914,265 was anthracite coal.

The Directors elected February 25th, 1873, were William E. Dodge and Moses Taylor, of New York city; George Buckley, Southport. Ct.; John I. Blair, Blairstown, N. J.; Rufus R. Graves, S. B. Chittenden, George Bliss, Percy R. Pyne, and W. W. Phelps, New York city; John Brisbin, Newark, N. J.; James Blair, Scranton, Pa.; Denning Duer, Wilson G. Hunt, and H. A. Kent, New York city.

President—Samuel Sloan, New York city.

Vice-President—Percy R. Pyne, New York city.

Treasurer—Andrew J. Odell, New York city.

Secretary—Fred. F. Chambers, New York city.

Chief Engineer—J. Archbald, Scranton, Pa.

Master Machinist—Walter Dawson, Scranton, Pa.

Gen. Ticket Agent—W. F. Holwill, New York city.

Gen. Freight Agent—B. A. Hegeman, New York city.

Purchasing Agent—G. W. B. Cushing, New York city.

The following are the Division Superintendents:

Main Line, and Syracuse, Binghamton & N. Y. R. R.—Wm. F. Hallstead, Scranton, Pa.

Morris & Essex Div.—A. Reasoner, Hoboken, N. J.

Oswego & Syracuse Div.—W. B. Phelps, Oswego, N. Y.

Utica, Chenango & Susquehanna Valley Div.—G. F. Thompson, Utica, N. Y.

Cayuga & Susquehanna Div.—W. R Humphrey, Ithica, N. Y.

Lackawanna & Bloomsburg R. R.—David T. Bound, Kingston, Pa.

Principal Office and Address—No. 26, Exchange Place, New York city.

It is a feature worthy of note in the extensive management, that these vast and continuous additions have nearly all been accumulated to the company since the accession of Mr. Sloan to the Presidency. His eminent qualifications have been thoroughly tested during his administration, a more complete record of which will be given in the chapter succeeding, which presents a comprehensive historical sketch of his busy life.

It is thought proper to insert at this point a record of a few old familiar incidents which belong to history, more valuable now because of the old associations which they may recall. Among these old souvenirs of the past may be noticed the old locomotive engines which have carried their greetings so constantly and faithfuly during the early years of the company's transactions. Most of them now are things of the past—a few remain as dilapidated relics.

The first locomotive of the company was the Pioneer No. 1, and was numbered as a fourth class engine; the makers are unknown. In actual work it was supplanted by No. 2, the Spitfire, of English manufacture. The circumstances which gave the Spitfire the notoriety of being their first engine was from the fact that Mr. Dotterer, then in the employ of the Company as head of the Transportation Department, was particularly jealous of the worth which he attached to the Spitfire as being a better engine than the Pioneer. He therefore used every exertion to put the Spitfire on the road before No. 1 which he succeeded in doing, thus giving No. 2 the fame of doing the first actual work. No. 1 was soon abandoned as worthless, and Spitfire continued on the road for a time at an expense of running of 11.28 cents per mile.

Following these were those contained in the subjoined list:

3. Wyoming, built by Rogers, Ketchum & Grosenvor.

4. Capouse, built by Rogers, Ketchum & Grosenvor.

5. Montrose, built by Rogers, Ketchum & Grosenvor.

6. Ithaca, built by Rogers, Ketchum & Grosenvor.

7. Keystone, built by William Swinburne.

8. Niagara, built by Rogers, Ketchum & Grosenvor.

9. Ontario, built by Rogers, Ketchum, & Grosenvor.

10. Genesee, built by Rogers, Ketchum & Grosenvor.

11. Buffalo, built by Rogers, Ketchum & Grosenvor.

12. Wyalusing, built by Danforth, Cooke & Co.

13. Pocono, built by Danforth, Cooke & Co.

14. Anthracite, built by Danforth, Cooke & Co.

15. Moosic, New Jersey Locomotive Works.

16. Lackawanna, built by Danforth, Cooke & Co.

17. Susquehanna, built by Danforth, Cooke & Co.

18. Tobyhanna, built by New Jersey Locomotive Works.

19. Carbon, built by Ross Winans.

The first coal burner on the road was the Anthracite No. 14. The second was Carbon, No. 19.

In 1853, this Company in conjunction with the Lackawanna Iron & Coal Company, engaged the services of Prof. Henry D. Rogers, State Geologist, to explore and investigate the value and topography of their coal lands. The report was submitted from Prof. Rogers, bearing date, Boston, January 21st, 1854, and gave a full and comprenensive survey of the region under his consideration, which in the main is held as good authority yet, though in particulars and a more thorough research, the company rests upon its own force in exploring their possessions under the ground.

This Department is under the charge of the Mining Engineer, at present, Mr. J. F. Snyder, a gentlemanly and courteous officer, who exhibits qualifications worthy of his position. Under him are three assistants: Joseph J. Phillips, Richard Evans and Jeremiah Phillips. The scope of work of this department includes everything pertaining to surveying in all its branches, and everything that properly comes under the head of construction. Working in conjunction and harmony with this department is Mr. Benjamin Hughes, the General Foreman of the mines of the Company, who has occupied the position of foreman for over (18) eighteen years, being nine years in his present capacity. He is a Welshman by birth, and ranks as one of their exemplary citizens.

In a tabular statement given hereafter will be found the list of the collieries of the Company and all other necessary informatiou for the statistician.

The Company at present are building first class coaches for passenger travel which compare for elegance in design and workmanship to anything in the same line in any part of the globe. This branch of the business is under the immediate supervision of Mr. R. H. McKenna, a Scotchman of worth and ability, whose faithful official duties commend him as a model officer.

Much information that would properly belong to a chapter on the company will of necessity be given in the biographical sketches of the men who have figured so extensively in the upbuilding of this thrifty and promising corporation.

CHAPTER XXXIII.

HON. SAMUEL SLOAN.

"Yet still one joy remains, that not obscure
Nor useless all my vacant days have flowed
From youth's gay dawn to manhood's prime mature."—WARTON.

We shall give, in this sketch, the career of one of the ablest railroad men who has ever figured in the history of Northeastern Pennsylvania, and withal a self-made citizen. The man who springs from no elevated rank in life, and becomes opulent, and of high social consideration, by dint of his own unaided efforts—and if to that be added high political preferment and offices of responsibility and power, conferred spontaneously by those who appreciate his worth—has a higher claim upon popular admiration, everything else being equal, than one of aristocratic lineage and ancestral estate.

A truly representative man of this class is the Hon. Samuel Sloan, now President of the gigantic corporation known as the Delaware, Lackawanna and Western Railroad Company. He was born on the 25th of December, 1817, in the beautiful little town of Lisburn, within seven miles of Belfast, in the north of Ireland.

When about two years old his parents, who belonged to the Scotch Presbyterian church, emigrated to this country, and settled in the city of New Yook. His father, William Sloan, employed in the old-established Bristol House of William Cowley, in Water Street, New York, died June 25, 1830, much regretted, as he was justly esteemed for his strict integrity and devotion to the interests of his employers. In 1798, however, some of his ancestors, owing to the political troubles of their native land, emigrated and settled in the State of Kentucky, where they and their numerous descendants have distinguished themselves for their devotion to republican institutions.

At an early age Samuel became a pupil in the first public school, No 1, of New York. Subsequently he entered the Grammar School of Columbia College and pursued his studies until he was about fifteen years of age, when, owing to the sudden death of his father, leaving his widowed mother with five orphan children almost exclusively upon their own resources, he was compelled to abandon his career as a student and turn his attention to some more practical mode of supporting himself and those in a great measure depending upon him.

He entered the counting house of one of the most extensive English importing houses in New York, and soon after became a clerk in the old established house of McBride & Co., the founder of which, James McBride, now deceased. was for near half a century engaged in the Irish and English trade, and everywhere known for his strict integrity of character. Young Sloan remained in this house as clerk till 1845, when he became partner under the firm name of George McBride, Jr., & Co.

On the 1st of January, 1857, the firm was dissolved, but Mr. Sloan having in December, 1855, been elected President of the Hudson River Railroad Company, retired from business and devoted his whole attention to the interests of the company; and as the chief executive officer of that corporation, successfully carried it through the financial crisis of 1857, one of the severest trials experienced in railroad management.

In the spring of 1844, he married Miss Margaret Elmendorf, of Somerset County, N. J., a

member of one of the oldest families in that section of the country, and removed to Brooklyn. In 1852 he was elected as Supervisor of Kings county, and in 1853 was appointed one of the Commissioners to form a charter for the consolidation of Brooklyn, Williamsburg and Bushwick. In these positions he discharged his duties with entire satisfaction to the people of the district he represented.

In 1852 he was a candidate for nomination in the Democratic Congressional Convention of his district, but although the largest number of delegates were elected favorable to his nomination, he was by some unfair means defeated by two votes.

He was never ambitious of political preferment, always preferring to devote his whole time and attention to his own favorite affairs, but in the fall of 1857, the Democrats of the Second Senatorial district of New York, successfully urged upon him the nomination for State Senator. The district was then strongly Republican, and his competitor, Hon. Abijah Mann, Jr., enjoyed a high reputation as a legislator, but the contest resulted in the election of Mr. Sloan by a large majority.

The Long-Island College Hospital, of which he was the first, and for many years, President, owes its organization and the beautiful property on which it is located to his personal interest and responsibility. This institution first inaugurated the school or clinic instruction, blending teaching and practice, now becoming so popular and successful elsewhere throughout the country.

Mr. Sloan has always been a Democrat of the National stamp. He is a prominent member of the Dutch Reformed Church, and has always been actively connected with the various benevolent and religious associations. In his general deportment he is quiet and unassuming; a skillful and correct business man; and when in public life was a reliable legislator. As a citizen he occupies a high position in the city where he resides. In person he is somewhat tall and slender; has dark hair and eyes; a flushed face, and an honest, thoughtful countenance.

Having arisen by his own exertions to the distinguished position he now occupies, his whole history is another striking illustration of the glorious influence of free republican institutions in assigning to merit and genius their proper place and reward.

The following pleasant correspondence and action of friends shows in what estimation his associates regarded his connection with the Hudson River Railroad Company:

At a meeting of the Board of Directors of the Hudson River Railroad Company held at their office in the city of New York, January 5th, 1864, it was on motion unanimously

Resolved, that a committee be appointed to prepare a suitable service of Plate to be presented to Mr. Sloan, with a written testimonial of the appreciation which this Board entertains of his valuable services to this Company, and that a sum not exceeding seven thousand five hundred dollars be appropriated for that purpose. Messrs. Grinnell, Kelly and Jerome were appointed such a committee.

THOMAS M. NORTH,
Secretary.

The resolution read as follows:

It affords us much pleasure to be the medium of conveying to you the subjoined resolution recently adopted at a meeting of the Board of Directors of the Hudson River Railroad Company, and also the accompanying service of silver plate, which has been procured in pursuance of the purpose expressed in that resolution.

In presenting to you these evidences of the appreciation with which your associates in the Board regard the valuable and important services which in your office of President, you have for so many years rendered to the Hudson River Railroad Company, and of the unfeigned respect which they all entertain for you personally: Permit us to add that it is the unanimous sense of the Board that *to your energy and fidelity and to your judgment and ability* it is mainly due that the financial and material concerns of the Company have been brought to the present condition of prosperity and strength.

With sentiments of personal regard and esteem—we have the honor to be,

Very respectfully,
Your obedient servants,
MOSES H. GRINNELL,
WILLIAM KELLY,
L. W. JEROME,
Committee of Board of Directors.

To Hon. Samuel Sloan, President of the Hudson River Railroad Company, New York.

Mr. Sloan remained President of this Company until 1867, when he, with the Directors, who had been identified with the construction

and successful result of the enterprise, retired from the management of the Company. At the time he accepted the Presidency, the stock was selling at seventeen dollars per share; when he left, after about ten years of hard labor, amid the most severe competition with the Hudson River Road on the one hand, the Harlem Road on the other, and want of sympathy from the New York Central, its natural connection, it sold at one hundred and forty dollars per share, and paying dividends.

About one year after this, Mr. Sloan was urged to act as an arbitrator, and by a unanimous vote was elected on the Commission of the Trunk Railroad—consisting of the New York & Erie, Baltimore & Ohio, New York Central, and Pennsylvania Railroad Companies, in which capacity he acted with entire satisfaction for two years, settling difficulties arising out of interests in the passenger and freight traffic of the roads mentioned.

Mr. Sloan was elected President of the Delaware, Lackawanna and Western Railroad Company, in February, 1869. He had been a director since 1864. When he commenced his administration as chief executive officer of the Delaware, Lackawanna and Western, the only outlet and connection was the New Jersey Central at the Junction, since which time, leases and extensions have been made commencing with the Morris & Essex Railroad from Washington, N. J., to New York city; a controlling interest in the Syracuse & Binghamton Railroad to Syracuse, the lease of the Oswego & Syracuse Railroad to Oswego; the lease of the Utica, Chenango & Susquehanna Valley Railroad to Utica and Richfield Springs.

In addition to all this, which commends him to the inhabitants of the Northern Anthracite Coal Basin, for having aided so largely in developing our resources, he is a stockholder, and has always taken an interest in all the companies about Scranton, using his means to the more complete developement of all our industries.

He is a Director in several Banks, Insurance Companies, and other heavy institutions in New York City.

Having summed up in brief the most conspicuous events of his life, and referred, although superficially, to his public career, it only remains for us to present a hasty and imperfect view of the attributes of his character and the estimation in which he is held by those among whom his days have been spent, and who are qualified to appreciate his excellence and the beneficent influence which he has constantly exerted upon society.

As a man of sound sense and practical wisdom in all that relates to the every-day concerns of life, Mr. Sloan is pre-eminent among his fellows. He is a man of quick perception, fine faculties, with a power of generalization quite extraordinary. His reasoning powers are uncommon, and he has a ready, thorough appreciation of the force of an argument presented in a controversial discussion, a trait which exhibits as strongly as any his Irish lineage. He writes fluently and with precision, conveying his meaning in terse, well chosen and clearly defined language. He has great ability, and the functions of his high office are performed with that degree of skill, intelligence, and integrity which insures a successful administration. He enjoys the unmixed respect and esteem of his neighbors and, has troops of warm friends to whom he has endeared himself by acts of humanity and kindness. He has a sound constitution, is full of activity and vigor for his years, and leads a life illustrated by intelligent benevolence and a warm hearted friendship emanating from the blood of his nationality.

CHAPTER XXXIV.

MOSES TAYLOR AND WM. E. DODGE.

And courage never to submit or yield,
And what else is not to be overcome.
—MILTON.

In continuing our sketches of prominent men whose lives and characters fitly exemplify the honorable traits of the class to which they belong, we have chosen for our subject a man who, in many respects stands foremost among the active and intelligent business men who have aided in developing this Northern Coal region, and the lesson of whose life is full of interest and instruction.

There are few men connected with the coal, and interests of the Wyoming and Lackawanna Valleys, or the growth and prosperity of Scranton to whom so much is due for energy, enterprise and wealth as Moses Taylor, for he is now, and always has been the largest stockholder in the varied enterprises which have developed this teeming section.

He is now the President of the Lackawanna Iron and Coal Company, which position was urged upon him on the decease of the late Joseph H. Scranton, and the local interests and institutions of this city have ever found him a willing friend, always ready to invest his money with them. He became identified with the Lackawanna Iron & Coal Co., as Director, Aug. 4th, 1858; as Vice-President, August 4th, 1865; Treasurer, May 27th, 1869; President, August 7th, 1872.

Moses Taylor was born in New York City, January 11th, 1806. He is descended, to the third generation, from an Englishman of the same name, who emigrated to this country from London in 1736. Upon the occupation of New York City by the British forces the grandfather of our subject took up his residence in New Jersey. During his residence here the father of Mr. Taylor was born. He was named Jacob B. Taylor, and, true to the predominant instinct which has indicated itself in each succeeding generation of his family, he cast his lot in the city, and spent his entire life there. Many persons now living remember Mr. Jacob B. Taylor. His spare and erect figure, his grave but open countenance, were as well known in the walks of business as the excellent qualities of his character were appreciated there. He was distinguished through life for his entire faithfulness, his scrupulous honesty, his unswerving truthfulness, and his untiring activity. Whatever he did was done conscientiously, whatever he asserted was absolute verity, and his zeal and industry were such that, it may be truly said of him, that, in whatever he undertook, he knew no such word as fail. These qualities attracted, as was natural, the notice and respect of the community in which he lived; and for many successive years, during a period when civic distinctions were conferred upon the worthiest and not upon the basest citizens. A reference to the records of those days will show with what fidelity he discharged his public trusts, and how well in him appeared

"The constant service of the antique world
When service sweat for duty, not for meed."

It is no wonder, then, that Mr. Taylor feels, as he does, an honest pride in his progenitors; and that the inheritance of a good name, which he has received from them, is esteemed by him as of more worth than untold material riches.

The house in which Mr. Taylor was born stood at the corner of Broadway and Morris Street, and here he passed his earlier childhood; but in 1813 his father removed his residence to a house in Broadway, nearly opposite to what is now the New York Hotel, and continued to reside there until long after his son had taken his departure from the paternal roof. Doubtless the remoteness of this residence from the compact portion of the city—for it was then quite out of town—was the occasion of a habit which is still conspicuous in Mr. Taylor, and to the constant practice of which, during half a century, his vigorous health, notwithstanding his exhausting labors, is mainly to be attributed. We refer to his invariable habit of using his own legs for the purposes of locomotion. That practice has made him perfect in this respect may be readily seen by any one who will observe him, even at this day, as with quick and elastic step he darts through the crowds of Wall and South Streets; and is often experienced by some stiffer limbed acquaintance, who believes in omnibuses, but who sometimes vainly endeavors to accompany him in his daily walk down or up Broadway. The schools which he successively attended, during his boyhood, were those of Pickett in Chamber Street, Forrest & Slocum in Church Street, and Kellogg in Thames Street, and, as these were all nearly two miles distant from his father's house, and as his undeviating custom was to go to and return from them on foot, the habit of rapid walking, which he still keeps up, was then commenced. His school days were marked by the same energy and punctuality which characterized his subsequent life; he was never a truant; he shirked no duty; he left no work unperformed; but was ever prompt in his attendance, diligent in his studies, and faithful and thorough in the work which was imposed upon him at school. Although the character of his mind is practical rather than reflective, and exercises itself with the methods by which practical results are educed, rather than with speculations upon any mere abstract subjects, yet he possesses so vigorous an understanding that there is no reason to doubt that if his inclinations had led him toward the paths of scholarship, he would have attained to the same distinction in them as he has gained in the course of life which he actually pursued. But either his own choice, or those other potent influences which exercise a directing control over the purposes of men, determined that he should be a merchant and not a bookworm; and accordingly, at the age of fifteen, with such an education as the training of a common school affords to a boy of that age, he threw aside his satchel, abandoned the sports of boyhood, and, bidding adieu to his schoolmates, entered at once upon the serious business of his life.

At first he entered the house of J. D. Brown, but he remained there but a short time, and then became a clerk in the mercantile establishment of Messrs. G. G. & S. Howland. At this time, and indeed during the whole period in which Mr. Taylor remained in their service, the Messrs. Howlands were engaged in a very extensive and varied foreign commerce. Their correspondence and business relations extended to every part of the world; and the head of the house, Mr. Gardiner G. Howland, a very energetic and intelligent merchant, was ever ready to enter upon new fields of commercial enterprise. They owned and employed many vessels, which sailed upon every sea and visited every shore. Freighted with assorted cargoes, made up of every variety of domestic and foreign article, they went forth upon their distant voyages and returned laden with the products of the countries which they had visited. To all parts of Europe, to India, China, the Mediterranean, to the West Indies, South America, the West Coast, to every quarter of the globe in fact, to which American enterprise had pushed its commerce, these mercantile adventures were carried; and the system of credits prevailing in those days, both in reference to the purchase of outward cargoes and to the payment of duties upon importations, helped to enlarge and amplify them, so that young Taylor set to work. His industry and intelligence soon attracted the notice of his employers. Always cheerful, ready and zealous, quick, active and vigilant, it was perceived that he brought to the performance of his duties not only that steady application to the routine and details of business

which is the common requisite of a good clerk, but that, beyond these, he comprehended the bearing and significance of the thing in hand, and was ever prompt to anticipate and prepare for the succeeding step.

As he rapidly passed through the various gradations of counting-house promotion, new spheres of duty and activity were opened to him, and additional demands were made upon his energetic and indefatigable powers; yet his quickness of apprehension, and his steady determination to be always "ahead of his work," rendered him equal to these demands. Indeed nothing gratified him more than to be able, as he most always was, to reply to his employers suggestion of work to be performed, "It is done, Sir."

At the present time, the commerce of New York has attained to such vast proportions, that each particular branch of it constitutes, in many instances, a separate business in itself, and many of its operations and details are turned over to brokers and other agents who make them the objects of their special occupation. It is difficult, therefore, for the young gentlemen, who now pass a few hours a day in a counting-house, to realize the extent and variety of labor which, at the time when Mr. Taylor was a clerk, had to be performed by their predecessors. Each house had then to depend upon its own force and facilities for the performance of every thing which its business required, and the post of custom-house clerk, shipping clerk or salesman, in an establishment like that of the Messrs. Howlands, was no sinecure. It it not to be wondered, then, that the candle upon his desk was often burning beyond the time of night when the bells of old Trinity struck the "shutting up" hour of ten o'clock. The day was devoted to out-door work—to vessel, wharf, custom-house and market. The night was employed in recording what had been accomplished during the day, and in the necessary preparations for the morrow.

Notwithstanding these severe demands upon his industry, he yet found time to test the value of his mercantile education, by methods which not only confirmed the lessons that he had learned, but which also afforded some remuneration for the diligent faithfulness that he had bestowed upon them. With the concurrence of his employers, he frequently engaged in small adventures upon his own account. Guided by his own judgment, he would make up consignments, which he would entrust, under instructions, to the captains and supercargoes voyaging for the house (with whom he was always a favorite), and these, sold by them, and their proceeds invested in foreign products, frequently yielded him a double profit. Indeed so much judgment and foresight were displayed in these operations, and their details were so carefully and judiciously managed, that they may fairly be said to have been the forerunners of his subsequent mercantile success. They yielded him the capital which enabled him afterwards to enter upon his larger sphere of business on his own account. Always exact and orderly, he opened, at this early day, a set of books in which all these adventures were recorded by "double entry." A friend who has seen these accounts informs us that they are models of neatness and accuracy.

With such preparation, and after such experience, Mr. Taylor arrived at that period of life when, so far as he was concerned, its business and affairs were to be carried on by him upon his own responsibility, and for his own benefit. His salary as clerk had always been small, but the adventures which he had undertaken, whilst he was in that capacity, had yielded him altogether fifteen thousand dollars; and, with this sum as his capital, and the respect and good wishes of his employers, and the confidence and esteem of all who knew him, he, in 1832, at the age of twenty-six, set up in business upon his own account.

Although "he put up a sign" temporarily over the store 55 South street, his really first place of business was at 44 South street. That portion of South street seems to have had peculiar attractions for him, and, indeed, for those also who came under his influence—for, as he once remarked to some friends, five of his clerks who were, at the same time, in his employ, and who, without a single failure, had had eminent success in different lines of business, were then

established within one hundred feet on either side of his store. So far as external circumstances were concerned, the beginning did not seem to be an auspicious one, for the cholera was then raging in New York, and was exercising its depressing influence upon human affairs. Death, not the concerns of life, seemed to occupy the thoughts of men. But Mr. Taylor was nevertheless not deterred, by this circumstance, from carrying his plans into execution; and he entered upon his business with so much energy and diligence, so much capacity and judgment, that it almost immediately developed a successful issue. It had, however, been just fairly put under prosperous headway, when, in the devastating fire of December, 1835, his store with all its contents was destroyed; involving him, as he then supposed, in the loss of all he possessed. On his way home, after a night of exhausting toil, in in which he had been able to save little besides his books of accounts, he met his father, to whom he stated the apprehension that he was ruined. "Never mind, Moses," said the sturdy alderman, "you have good health, try it again." "I will, sir," said the son; and dispelling all feeling of despondency, which was ever unnatural to him, the same day saw him at work again. He opened an office immediately in the basement of his house in Morris street, and, soon afterwards, securing temporary accommodations in Broad street, this terrible disaster, which created so great a disturbance of all of the business concerns of the city, can hardly be said to have produced any serious interruption of his affairs. The difficulties of his condition merely served to call forth, in a greater degree, an exercise of the powers which were necessary to overcome them; and the result was, that the ruin which threatened him was entirely avoided. It turned out that a greater sum was realized from his fire policies than he had hoped to obtain upon them.

Mr. Taylor's idea of finance are as simple as they are just. They rest upon the substance and not the shadow of things. Whilst no man can, with more acuteness, detect and expose what is fallacious in financial pretence, so no man can, with more effectiveness, unfold and execute a sound financial scheme. If he approve it, it must be sound; for, before approving it, he examines the basis upon which it rests, and he knows that, however specious appearances may be, there can actually be no substantial or enduring superstructure upon any other than a solid foundation. It is because of his soundness of judgment upon this subject, and the unswerving integrity of his character, that he exercises so controlling an influence, as he does, in the management of the various corporations with which he is connected.

As an evidence of its high standing in public confidence, a significant fact may be stated. During the great panic of 1857, when ruin swept over the commercial world, and confidence in all of the established safeguards of property seemed to have been obliterated, and fear, suspicion and apprehension took complete possession of the mind of the business community; at this time, whilst the ever to be remembered "run" was being made upon the banks, a meeting of the presidents of those institutions was held for the purpose of taking counsel together as to the best means of providing against the storm in which they were involved. At this meeting, upon the enquiry being made how each of the banks had been affected by the day's operations, it appeared that many of them had lost from fifty to ninety per cent. of their specie reserve; but when the city bank was called upon for information as to its condition, Mr. Taylor was able to answer, "We had $400,000 this morning; we have $480,000 to-night."

After Mr. Taylor's fortune had, by the regular prosecution of his mercantile pursuits, attained to such a magnitude that a large surplus remained over what was amply sufficient, as a capital for his house, his energetic nature sought other fields of enterprise and usefulness, and he became largely interested in various directions in the development of the mineral and industrial wealth of the country. The great results which he has accomplished in these enterprises, both of benefit to himself and to the communities where they have been carried on, are due to the same qualities which rendered his mercantile career so brilliant and prosperous a one. His clear perceptions and sound judgment guided him in the

selection of the field operations, and his wonderful energy was employed in its development. At an early day, when the Wyoming Valley lay in agricultural repose, and the mineral treasures of its hills were undisturbed in their natural depositories, he, from personal investigations, was convinced of the value and importance of the project of connecting it, by a railroad communication, directly with New York. He became, therefore, one of a small band of enterprising men, who combined for the purpose of carrying this project into effect. It was a great and difficult undertaking, but their indefatigable zeal was equal to it. The work was finally completed under the combined efforts which were made towards its consummation, and it has, at last, yielded the ample reward which they anticipated from it. But for them, it would, probably, have been long delayed, if it would not have been entirely abandoned. They, however, were convinced of its importance, and determined that it should be accomplished; and that must, indeed, be no ordinary obstacle which would not have yielded to their determined will. The panting locomotive, whose shrill whistle now awakens the echoes of the Wyoming and Lackawanna Valleys, seems, as it struggles along with its burden of mineral wealth toward the seaboard, to typify the strength and energy, and to illustrate the wisdom and forecast of these sagacious men.

We have thus given a brief outline of Mr. Taylor's career. It has not been practicable, in the limits which we have imposed upon ourselves, to enter into details, or to particularize the many and important operations in which, from time to time, he has been engaged. Nor does the purpose which we have had in view render it desirable that we should have done so. It shows that extraneous aids are not essential to the greatest success in business life; that inherited wealth, or favorable circumstances, or the assistance of friends, are really unnecessary helps in the road to fortune; and that innate qualities of mind and character are, after all, the most effective instrumentalities in overcoming the many obstacles that beset the path of the man of business.

Our notice of Mr. Taylor would be incomplete without some reference to his kindness and generosity. Prosperity has not hardened him, nor made him selfish, nor rendered him indifferent to the claims of friendship or the impulses of benevolence and humanity. Throughout his whole mercantile life he has been especially an efficient helper of young men. His course, in this respect, has been marked by many noble and generous deeds. To his friends he has ever been a pillar of strength; and many an industrious young man, who has attracted his notice, and many others who have had claims upon his regard, have reason to be grateful for the generous and efficient way in which it is habitual with him to fulfil the obligations of friendship.

WILLIAM E. DODGE.

One of the men who, during the early years of the Delaware, Lackawanna and Western Railroad Company, aided it by funds, counsel and energy, was William E. Dodge. There is not a more prominent or esteemed merchant and financier in the city of New York than this gentleman, who forms the subject of our sketch.

Like all the men who contribute most largely to our national wealth he is strictly a self-made man, having entered a wholesale dry goods store as a clerk in September, 1818, and has been actively connected with that business in New York ever since, now fifty-seven years.

His intimate relations with the railroad and other industries of this coal region, is what brings him specially to our notice. He was one of the pioneers in the movement to effect an outlet from this region, and has adhered to the company with remarkable fidelity. The subjoined letter from himself will throw light upon some incidents of history which are interesting to the inhabitants of Scranton:

PHELPS, DODGE & CO.,)
Cliff st., between John and Fulton, N. Y.)

My recollections of the early efforts of the Messrs. Scrantons, which resulted in giving character to what is now the flourishing city of Scranton, are very vivid. I was then a director of the Erie Railroad, and the supply of rails for the Delaware division, then almost inaccessible, was a very serious problem. The Messrs. Scrantons then had a small furnace and rolling mill at what was then generally known as "Slocum's Hollow." They made a proposition to the Erie

Railroad to furnish the rails for a part of the road at a given price, and destribute them along the line, provided the company would advance them $100,000 to enable them to enlarge their works, offering as security a mortgage on some 7,000 acres of lands, part of which were coal lands.

Mr. Benjamin Loder and myself were appointed a committee to visit the property and report. We made a journey there, taking three days passing over the old "Drinker Turnpike," and found a little village of some three hundred inhabitants, consisting mostly of workmen. We were greatly pleased with all we saw, and particularly with the prospective value of their enterprises, but concluded they could not arrange their works in time for us, and fearing a disappointment the proposition was declined.

Having then formed the acquaintance of Messrs. Geo. W. and Selden T. Scranton, and seeing the importance of their location and the value of their property, I invited them to come to the city, and having arranged a plan for enlarging their works and increasing their capital, I invited some thirty gentlemen to come to my office, when the plan was presented and the proposed amount was subscribed that day, and the new company formed under the name of the Lackawanna Iron and Coal Company, my late partner, Mr. Anson G. Phelps, heading the list, followed by myself, and the full amount was made up by the names of Messrs. Loder, Dater, Miller, Sprague, Sturges, Buckley, Phelps, Rogers, Howland, Blair, Murdock and others. The present extensive irons works tells the rest.

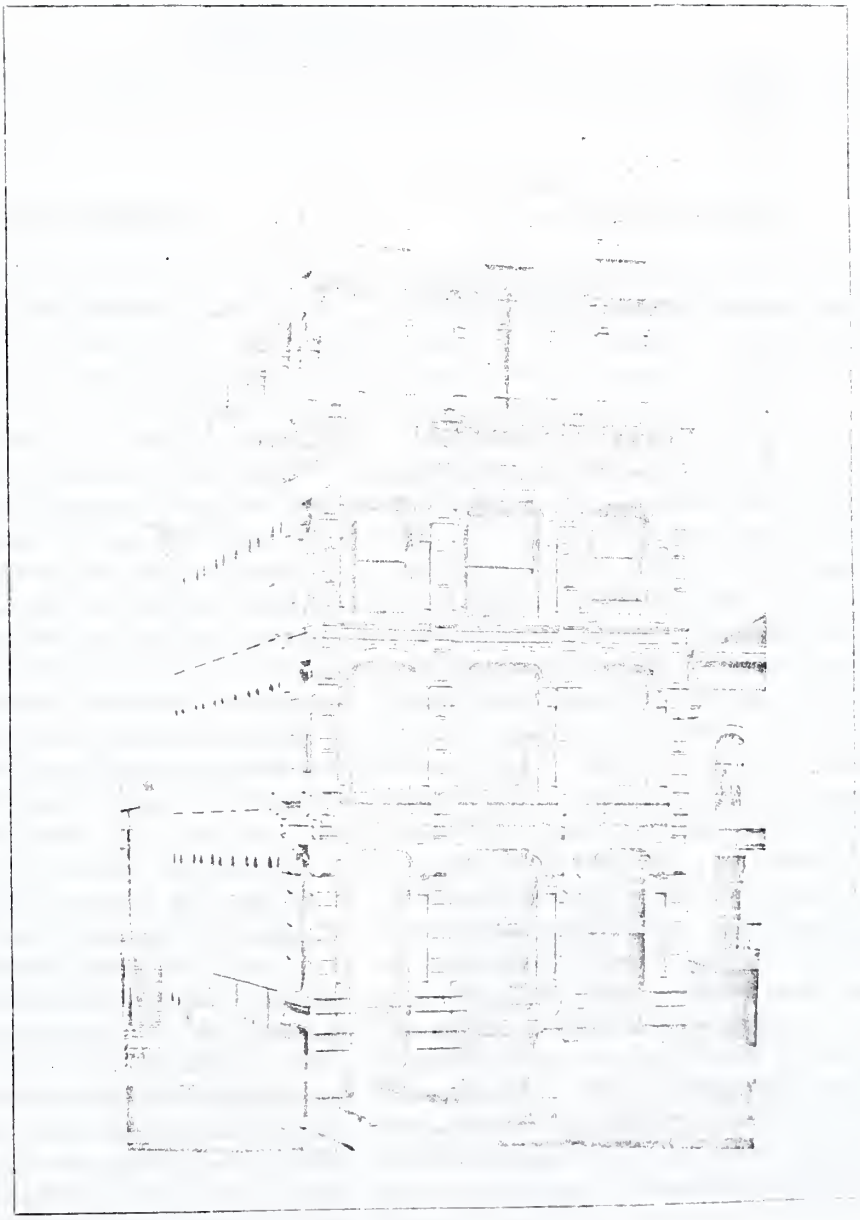
A few years later Colonel Scranton undertook to secure the capital to build the "Leguett's Gap Road," to extend from Scranton to Great Bend; again I invited some fifty gentlemen to meet at my office to consider the project; most of the gentlemen interested in the iron company were present, who with others at once started a subscription, which as before was headed by Mr. Phelps. This secured its success, the iron company taking a large amount of stock, and also furnishing the rails.

Soon after this was under way the plan for a road from the New Jersey Central to Scranton was started by Colonel Scranton, he having secured an old charter in Penn., and Mr. Blair having also secured that of the Warren Road. A meeting was called, and its great importance to the city was set forth in one of Colonel Scranton's very best addresses. The result was the commencement of the Delaware and Susquehanna Railroad, which was subsequently made the Delaware, Lackawanna and Western, and which has more than met the most sanguine predictions of its early projectors.

Colonel Scranton also undertook and did more than any other man to secure the building of the Lackawanna & Bloomsburg Road.

When I think of these early days of struggle, and of what Scranton then was, and then look at its present position, I can hardly realize the wonderful change; it has now become a centre, and I feel very confident that it will eventually become a great manufacturing city, equal to almost any in the State, but I never think of it without remembering how much those noble men, Colonel G. W. Scranton and Joseph H. Scranton, did to make it what it is.

Truly yours, W. E. DODGE.



SECOND NATIONAL BANK.

CHAPTER XXXV.

REPRESENTATIVE OFFICIALS OF THE DELAWARE, LACKAWANNA & WESTERN R. R.

JOHN BRISBIN.

A name that has been familiar to the people of northeastern Pennsylvania for years, is that of the subject of this brief sketch. For a long time a resident of the city of Scranton, and a participator in all the leading movements of the valley, he deserves to be treated as one of the historical men of this section of the State.

He was born in Chenango County, New York, in 1818; remained at home working as a farmer's boy, enjoying only the usual advantages of a common school education, until he was fifteen years old, after which he attended an academy for two years, teaching a country school in the winter, then went to New York as a clerk in a wholesale grocery and provision store, where he remained for two years; married his wife there and went to Wyoming County, Pa., where he read law, teaching school to pay his board. Was admitted to the bar in 1842, and continued in the practice of his profession until the first of January, 1855, when he received the appointment of counsel and general land agent of the D. L. & W. RR. Co. and removed to Scranton. Served in that capacity for two years, when he was appointed general superintendent, which position he occupied until 1863, when he was chosen president of the company, and continued in that capacity for about five years; he then resigned and was appointed counsel and general adviser, which position he still occupies, thus having been in the service of the company continuously for twenty years.

WILLIAM R. STORRS.

Intimately connected with the annals of coal records, and more especially with the coal department of the Delaware, Lackawanna and Western Railroad Company, stands the name of William R. Storrs, General Coal Agent.

Like most of the men of sterling worth and steadfast adherence to duty of this section, he is of New England origin, and has all of that resoluteness which has ever characterized the genuine "Down Easter." He was born on the 28th of December, 1824, in Ashford, in the county of Windham, Connecticut. His ancestry in this country dates back to 1683, in which year the pioneer of the family, Samuel Storrs, emigrated from Nottinghamshire, England, to Barnstable, Mass., where he remained a few years, and then removed to and settled permanently in Mansfield, Connecticut. From this family there have been numerous descendents, many of whom in the liberal professions, especially the ministry, have been well and widely known. His education was of the sort usually given to farmer's boys in that age—that of the country district school—with the addition of one term at the academy. If his scholastic career was thus limited, he has yet accomplished a broader and more comprehensive education from the large and varied experience of his business life and has fitted himself to move in the sphere of cultured attainment as a thorough, consistent, conscientious thinker and actor.

His boyhood, while it may not have differed materially from that of thousands of New Eng-

land youths, is still strangely in contrast as regards its opportunities and advantages with that of the young men of the present day. He worked hard, long and earnestly, and measured hope of gain far in the future. Content with a little, his ideas were liberal, but patience, a strong and marked feature in his character now, ruled all his boyhood plans. School teaching employed his talents for three winters, when he obtained a clerkship in a manufacturing establishment, undeo John W. Boynton, where he remained four and a half years. The name of Mr. Boynton he still holds in marked and fervent veneration, and has never forgotten the many acts of kindness shown to him by this generous, whole souled man.

The writer, in a conversation once held with Mr. Storrs, in which the fortunes of young men in the wide world was the theme, can recall with what fullness of soul and deep gratitude he recounted the noble, almost filial qualities which characterized this truly good man in his endeavors to see William, his young friend, succeed. The story would be of little interest, perhaps, to our readers, but the impressions made upon the mind of the writer were lasting, and alas, saddening, for few there are in the world like John W. Boynton. We gladly record his name on our pages, and can but recall those touching lines by gentle "Bobby" Burns, when he received the heart-rending intelligence that his best, dearest, and most devoted friend, the Earl of Glencairn, was dead.

"The husband may forget the bride
Was made his wife but yester 'een;
The monarch may forget the crown
That on his head an hour has been;
The mither may forget the child
That smiles sae sweetly on her knee;
But I'll remember thee, Glencairn,
And a' that thou hast done for me."

It was through the good offices of Mr. Boynton, that the subject of our sketch first entered upon railroad service, he having been appointed to take charge of a station on the New London, Northern Railroad, named Williamantic. His strict, methodical and persevering attention to his duties, did not pass unobserved, and after remaining there for three years he was promoted to the superintendency of the road, which position he occupied for five years, when he was induced to go west to represent a coal operation, and soon after, at the beginning of the year 1861 became connected with The Delaware, Lackawanna and Western Railroad Company, as their General Salesman in the western markets. In August, 1866, he came to Scranton as their General Coal Agent, a position which he has filled with marked efficiency and ability until the present time.

As a man, Mr. Storrs is quoted as a model for strict integrity and exemplary usefulness. A prominent capitalist and an old and wealthy officer of one of our heaviest corporations, wishing to express his appreciation of a certain citizen to the writer, said: "He is as near like Storrs as any man that you can find, perfectly square every time and in every particular." The comparison was pleasingly fitting in both cases.

His duties are arduous, but with the thousand and one petty annoyances which must of necessity force themselves upon his position, he is still the patient, affable, christian gentleman, devoted wholly in body, mind and strength to the care and success of the vast business which rests upon his shoulders. In years to come, should his health be spared, a retrospective view of his own life must convince him that were mankind all disposed to follow up the busy life which he has led, the world would be strikingly in contrast to what it appears at present.

WILLIAM F. HALLSTEAD.

Another of the living spirits which keep in motion, day and night, in almost endless succession and duration the whizzing trains of the Delaware, Lackawanna and Western Railroad, is William F. Hallstead.

He was born in Luzerne County, in this State, on the 22d day of March, 1837, and followed farming in his earlier years, remaining on the soil until he reached the age of fifteen, when he commenced working for the Delaware, Lackawanna and Western Railroad Company, on the Northern Division.

His career is a marked one; he commenced at the bottom of the ladder, and has worked up

step by step until he has reached a position which calls for the best faculties of man to manage. He has toiled with the shovel on the road himself; he has been brakeman, dispatcher, conductor, assistant superintendent, and for the last four years he has been superintendent of the Northern Division, from Binghamton to the Junction, known as the "main line," and recently, in addition to the burdensome duties, he has been placed in charge of the Syracuse and Binghamton line, making in all 225 miles of railway, operated by one of the most vigorous corporations in the country. His constant watchfulness has made his line so secure that the local press along the entire line have always been fulsome in praise for his strict devotedness to duty, and obliging attention paid to public wants.

Mr. Hallstead is in every sense a thoroughly self-made man, and a hard worker. As an officer he stands supreme in fidelity to his trust; as a citizen he is quiet, modest and unassuming nearly to a fault; but his insight into character, which he has obtained from an extensive acquaintance with the world, has made him a master of his situation. He is considered by the public, where he is intimately known, as one of the most efficient and competent railroad men of northern Pennsylvania.

As we go to press, his spere of usefulness has been enlarged by being appointed Superintendent of the the Utica, Chenango and Susquehanna Branch of this road. The most prominent journal of the northern coal basin predicts that he will yet superintend the entire lines of the road.

JAMES W. FOWLER.

Another of the landmarks of the company was born in the city of Poughkeepsie, N. Y., August 22, 1835. His education was received at the Dutchess Academy, then the leading institution of learning in that section of the State. He came to Scranton February 20, 1856, and went into the employment of the Delaware, Lackawanna and Western Railroad Company's machine shop office, and was promoted to chief clerk, superintendent's office, October 19, 1860, which position he now holds to the satisfaction of all parties interested. He is an exemplary citizen, and commands the respect of the entire community in which he resides.

In addition to the above named officials may be mentioned William Frink, the freight agent at Scranton, who has won for himself golden opinions from all who have ever transacted business with him.

Mr. James Ruthven, who has been connected with the company's office in Scranton, has become known as a fixture, and may be regarded as part and parcel of the corporation. Many others, deserving of notice, after having served a life-time in connection with this great enterprise, may be justly treated as historical characters in some future edition.

DAVID T. BOUND

The Superintendent of the Lackawanna and Bloomsburg Division of the Delaware, Lackawanna and Western Railroad Company, was born October 14th, 1829, at Conklin, now Kirkwood, Broome County, New York. He remained on the farm with his parents until ten years of age, when he commenced life for himself by working on another farm at $4.00 per month. When the New York and Erie Road was commenced he drove a team, doing the first work on that line between Susquehanna and Great Bend, on what was then known as Baker's Cut. At this branch of business he continued until the road was completed to Binghamton, when he worked at eighty-seven and a half cents per day as a laborer on repairs and track.

After some months of this toil he was appointed section foreman at Great Bend at $30.00 per month, holding this position until May, 1853, when he emigrated west and was appointed track-master of the then Lawrenceburg and Upper Mississippi Railroad. Staying there but six months he returned to Pennsylvania, commencing his connection with the company which he has served since that time to the present. His first efforts were devoted to laying switches, next as conductor in 1856 (shipping engines) of

coal train running between Scranton and New Hampton Junction. In the following year he was appointed dispatcher of the Scranton yard, which he held until July 20, 1861, when he received the further promotion of Superintendent of the Lackawanna and Bloomsburg Road. On March 1st, 1862, he took the running by contract of what was then known as the Pittston Branch of the Lackawanna and Bloomsburg Railroad, and on March 1st, 1869, was again appointed Superintendent of the Lackawanna and Bloomsburg Railroad, which position he still holds.

His entire scholastic training sums up in about eight months at a country district school, a point well worth considering by the laboring men of the Anthracite basin. He is another self-made man, thorough in business, and reliable as clock work. His example is well worthy the study of the young men of the present day.

The D. L. & W. RR. Co.'s officers elected during the month of February, 1875, for the ensuing year, were: President, Samuel Sloan; Secretary, A. J. Odell; Treasurer, Fred. H. Gibbons.

Managers: William E. Dodge, Moses Taylor, George Bulkley, John J. Blair, Rufus R. Graves, S. B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, W. W. Phelps, James Blair, Wilson G. Hunt, Marcellus Massey, A. L. Dennis.

CHAPTER XXXVI.

WILLIAM W. WINTON.

"Few, few were they whose swords of old,
Won the fair land in which we dwell;
But we are many, we who hold
The grim resolve to guard it well."
—W. C. BRYANT.

Intensely interesting to the history of the immense growth of the Lackawanna Valley, and the marvelous enterprise shown in the bringing out of a comparative wilderness and building up the third city of this commonwealth, is the subject of this sketch—Mr. W. W. Winton. It is well to ascribe honor to whom honor is due, and it is a pleasure to state that the genius and foresight of this eminently public man has had much to do with our prosperity, and it is fitting to add that his brain projected and contributed largely to the vast operations resulting so successfully and prosperously, and we do not over-rate him when we commend him to his fellow-citizens as ranking among the foremost of our thriftest operators and noble benefactors.

He was born on the 29th of January, 1815, in the town of Butternuts, Otsego County, New York, where he received a very liberal education, well qualifying him for any business pursuit he might adopt. His father, Andrew Winton, moved to Providence, now in the city of Scranton, in September, 1833, where the son, fresh from school, was soon engaged as the village school-master at twelve dollars a month and "board around." The school-house then used was the building opposite the barn of the People's Street Railway, at present the residence of Mrs. Delia Slocum. One evening his school-house was honored by a sprightly sermon from the famous Lorenzo Dow, that eccentric American preacher, whose manners and attractive eloquence drew after him immense crowds.

In the spring of 1834, he was engaged in the lumber business, having charge of operations in the forest then covering that portion of our city where the present blast furnaces are situated. In July of the same year he commenced teaching school in Providence, in the new Bell school house erected opposite the present residence of E. W. Weston, esq. In August, 1835, he commenced teaching school at Danville, in this State, and occupied every spare moment in the assiduous and arduous study of the law under the able instruction of Joshua W. Cowley, esq., who since then has become one of the most profound and able lawyers of Pennsylvania. Here he laid the foundation of the legal knowledge which has contributed largely to his success as a business man, and to which he has added by constant legal reading ever since.

While teaching at Danville he married Catherine Heermans, the eldest daughter of Henry Heermans, deceased, once a prominent merchant of Providence, and a sturdy Whig of those days. As a school teacher he won the lasting esteem of parents and pupils, inculcating in the minds of the youths many sterling lessons of strict integrity, sobriety, virtue and honor, for which they now hold him in grateful remembrance, and often remark that "his advice as a teacher, and since as a friend, has and will be of permanent benefit."

In November, 1842, he opened a store at Wallsville, in Luzerne County, with A. B. Dunning as clerk. In December of the following

year he bought out the stock of goods of Harry Heermans, and C. J. Atwater acted as clerk in that store, then kept in a building next to the Heermans' mansion house. In 1844 Wallsville store was transferred to Abington Centre, and in 1845 the Providence store was moved to the corners in the N. Cotrill stand, and Chas. J. Atwater became his partner, the business being conducted under the firm name of Winton & Atwater until about 1848, when Mr. Winton became associated with the Hon. A. B. Dunning, under the firm name of Winton & Dunning, at Providence.

In 1850 he moved with his family to New York city, where he was engaged in merchandising opposite the Merchants' Hotel, and also on Broadway, until about 1858, when he returned to Providence, and soon became largely interested in coal operations and banking.

As a merchant—when Providence was the leading village, and Slocum Hollow but little known, depending for its mail upon the former place—he soon became acquainted with all the leading farmers of the townships of Newton, Ransom, Abington, Benton, Greenfield and Scott, as the inhabitants of each traded at his store, and by his strict honesty and fair dealing he soon won their esteem and confidence, and has since held it, so that among the residents of the adjacent townships and elsewhere his name has become a synonym for all that is upright, pure and honorable. They left their savings in his hands for safe-keeping and went to him for friendly advice, and his kind suggestions and personal efforts have saved many a neighborhood law-suit.

His banking career commenced in Scranton, two doors below the St. Charles' Hotel, on Penn Avenue, where a business as a private banking house was carried on successfully, until it was merged in the present Second National Bank, of which he is and for many years has been the president. This was the first national bank organized in Scranton, and its founders exhibited a confidence in the national government, for they started at the momentous period when the Confederates, in fierce battle array, stood with bristling bayonets and frowning cannon threatening the capitol, and while great consternation prevailed at Harrisburg and Philadelphia.

In 1865 he organized the First National Bank of Providence, and ultimately consolidated it with the Second National Bank of Scranton, thereby increasing the capital of the latter to meet the business wants of the people; but desiring to furnish the people of Providence some privileges he continued a private bank at that place, under the name of Winton, Clark & Co., which in time was merged into the Citizens' and Miners' Savings Bank of Scranton, whereof Mr. Winton is president.

As a banker his untiring industry, his watchful guardianship of interests confided to his care, his pleasant smile, his kind heart, his sympathetic disposition, his high character for integrity, have made him a favorite with our business men, and gained the respect and confidence of all. During the trying times of one year, when a "run" was feared upon all our banks, he was commissioned by several of our city banking institutions to go to New York, from whence he brought such a volume of currency that all the banks were able to stem the tide, quiet all apprehension, and go on without fear.

He is a director of the Scranton Trust Company and Savings Bank, and late its treasurer; a director of the People's Street Railway Company; has been treasurer of the Directors of the Poor of Providence for a number of years; late a director of the Pittston Bank; treasurer of the commissioners appointed to adjust and settle the indebtedness of the late township of Providence, treasurer of the Roaring Brook Turnpike Company, besides holding many other offices of high trust.

He was the founder of the Presbyterian Church of Providence, gave the lot for the church building, and has always been a large contributor to it and all its laudable enterprises. His well-known charity and generous liberality is proverbial, and his name always appears among the first, at the head of subscriptions, for any and every good purpose. Were there nothing else to keep his name in the minds of our people, they will read and remember it many years in their titlo papers as they peruse conveyances of

lots laid out upon various large tracts of land about us, known as Winton's addition to Scranton; Winton's addition to Providence; Winton's addition to Hyde Park; Winton's & Dolph's addition to Peckville.

Many a poor man started in life by the sale of a lot to him for a home, and without any payment being required at the outset, owes his prosperity to this kind-hearted man, who never yet was known to press a man in distress, and we know of many cases where his liberality has permitted vendees in his many land contracts to go undisturbed even ten years without a payment, during the most pinching times, when he needed the money the most to carry on his various enterprises.

At present he is a lessor to the Oak Hill Coal Company, operating his tracts of land below Scranton; also lessor to the Green Ridge Colliery, operated by Mr. J. P. W. Riley; also to the Delaware, Lackawanna and Western Railroad Company, of the lands in Scranton, late the estate of P. C. Griffin, deceased, whereon the Brisbin Shaft is erected; also to the Delaware and Hudson Canal Company, of the tract of 440 acres of land in the warrantee name of David Brown, in the townsnip of Blakely, and part owner of the adjacent tracts of valuable coal land where the new and enterprising village bearing his name is located, and which promises soon to be one of our most thriving towns in the county. The branch railroad of the Delaware, Lackawanna and Western Railroad, running to this new village, is also named after him. A more perfect description of the village of Winton will be found below.

His enterprise has led him to invest in oil operations at Oil City; he has also purchased twenty thousand acres of valuable timber and mineral lands in Western Virginia.

It is our wish that he may be spared long to this community to enjoy the high and honorable destinction his upright and successful course has won for him, and that many future enterprises shall receive the stamp and imprint of his success. One of his latest acts as a public benefactor, was the erection in the square at Providence, of an elegant drinking fountain for man and beast, at an expense of more than $1,000.00, which he cheerfully gave from his own purse.

The thrifty village of Winton owes its origin entirely to its founder of that name. Its existence may be said to have been begun by the opening of the Winton Breaker, which occurred July 9th, 1874. Space is given to these details in order that people outside of the coal regions may learn how a coal village is ushered into rank with neighboring towns.

About one hundred and fifty ladies and gentlemen assembled and embarked on the train over the Delaware and Hudson Road to Winton, there to witness the formal opening of the new breaker which has just been constructed at that point. The party, among which were several of the most prominent business men of Scranton, together with a large number of gentlemen directly interested in the coal departments of the Lackawanna Valley, was in the best of spirits, and was augmented by reinforcements at all the stations along the line. Among those present were: W. R. Storrs, R. Manville, George L. Dickson, W. B. Culver, Dr. Hollister, W. W. Winton, A. Mulley, E. Dolph, E. A. Coray, Hon. Lewis Pughe, R. W. Luce, Walter W. Winton, Rev. A. Barker, Rev. A. A. Marple, Dr. Bedford, J. T. Fellows, Isaac Dean, A. J. Norrman, James Slocum, George Griffin, James Archbald, O. P. Clark, Joseph Gunster, Ziba Knapp, W. O. Silkman, Mr. Filer, Mr. Livy, R. H. McKune, A. H. Winton, George Coray, Judge Merrifield, S. M. Nash, J. F. Snyder, J. Post, R. B. Brockway, C. E. Judson, Dr. Gardner, George Breck, J. Barrowman, L. S. Fuller, John Zeidler, John B. Collings, Sidney Broadbent, H. K. Grant, J. Raymond, J. Jones, Mrs. W. W. Winton, Mrs. Nash, Mrs. Silkman, Mrs. O. P. Clark, Mrs. R. W. Luce, Mrs. A. H. Winton, Mrs. R. W. Winton, Mrs. L. Gaff, Mrs. Weston, Mrs. Pierce, Mrs. Filer, the Misses Dean, Filer, and many others.

Arrived at Winton the excursionists were conducted to the new breaker, headed by the Dunmore citizens' band, which discoursed several patriotic and enlivening airs. The Winton Breaker is situated a short distance from the Delaware and Hudson track, on a gentle declir-

ity to the left bank of the Lackawanna River, and commanding a splendid view of the romantic scenery stretching north and south. It is separated by a charming intervale, from ridges of undulating hills, rising behind each other in succession, and adorned with the primeval pines beneath whose friendly shades the dusky children of the forest often reclined before the foot of the pale-face pressed the emerald banks of the gurgling river. Through this delightful intervale the Lackawanna flows, fertilizing the country in its course, and receiving the numerous sparkling and tiny tributaries that run laughingly from their mountain sources to lose their individuality in the bosom of the murky stream. To the right and left of the river a few shattered and deserted homesteads stand, where in other days, peace and plenty were enjoyed amid the mountain solitude. The locality was then known as Mount Vernon.

Experienced men, whose opinions on coal matters were not to be gainsayed, condemned the coal resources of Mount Vernon; its business interests languished; its homesteads, one by one became deserted, and it could find no purchaser until the year 1870, when the entire tract of land, comprising some 425 acres, was purchased by Messrs. Winton, Dolph & Company, for $31,000. An adjoining tract of 420 acres, was purchased by the same party. Its history since then, the construction of the Winton branch of D. L. & W. Railroad, the changing of the name from Mount Vernon to Winton, are matters too well known to need recapitulation. It may be well, however, to state that Messrs. Filer and Livey, who have been instrumental in the erection of the new breaker, have leased the coal for thirty-six years from Winton, Dolph & Co.

After the excusionists had thoroughly inspected every intricate piece of machinery, explored every chute and pocket, and ascended every stairway leading to the main landing it was well nigh noon, and the commissary department, which was amply cared for, was called into requisition. The good things were hoisted on a car up the slope to the landing and arranged on large tables, which were admirably presided over by Mrs. W. W. Winton, Mrs. J. Livey, Mrs. B. M. Winton and Mrs. A. H. Winton. While partaking of lunch, a car filled with dusky diamonds was hoisted up and dumped into the chute. This was the first ever introduced to the breaker, and it was necessary to commemorate the event with an appropriate address, the Rev. Abel Barker, of Wyoming being called upon to make some remarks. He was followed by other speakers, and the day was finished by music and dancing.

W. W. WINTON.

CHAPTER XXXVII.

BIOGRAPHICAL SKETCHES.

LEWIS WATRES.

Following in the train of thought suggested by the thrifty improvements of the town of Winton, one is impelled to cast a glance in the retrospective, and live over again the quiet scenes of a rural life which once graced the then noiseless glades of Mount Vernon, so named by Lewis S. Watres, an old citizen, and one of the pioneers of the Lackawanna Valley. He located at a point ten miles above where Scranton now stands, and chose the above classic name for his quiet retreat. Here he carried on an extensive lumbering business for many years, owning a tract of coal land of 400 acres, and the timber on 2,000 acres adjoining. He employed a large force of men to manufacture lumber, which he sent to Carbondale and Honesdale, whence it was rafted into the Delaware river, finding a market in Philadelphia, which paid handsomely for the investment.

He was born at Phœnixville, on the Schuylkill, twenty-six miles above Philadelphia, where his father, Lewis Watres, owned and worked the Phœnixville Nail Factories, until the war of 1812 set in with an embargo upon business that prostrated the business. The father died, leaving his son, but four years of age. The boy lived among his relations in the state of New York, at Oak Hill, about midway between Utica and Syracuse, until he arrived at twenty-one years of age, when he went to Philadelphia to see his uncle Charles, who, having been reared under the elder brother, was driving a prosperous business.

About this time Pottsville began to come into notice, and Lewis S. went there and rented coal mines, worked them, and sent the product to the Philadelphia market. He worked mines in connection with a store in Pottsville, until the election of Governor Ritner, who was a warm friend and admirer of our subject. The Governor offered young Watres the choice of many positions in the state, which, under the old Constitution, were at his disposal. While Watres was halting in consideration, his uncle offered an interest in his business on Market Street, Philadelphia, and while waiting for an inventory of the stock to be taken, Hon. Philander Stevens was brought to his notice, as a member of Congress from Susquehanna county, and well known as the intimate friend of Gen. Andrew Jackson, and to whom President Jackson let the contract to build a bridge over the Potomac, at Washington, which had been recommended in the President's message, but failing to meet the approbation of the next Congress, Stevens was pursuaded to abandon the stipulated contract.

Stevens had an interest with some twenty other persons in the lumber on the Lackawanna river, and he persuaded Watres to visit the valley, which resulted in the purchase by the latter of the whole tract of land and timber which has so long been known as Mount Vernon, where he located in 1837. Here he lived through the various fluctuations of hard and flush times; some seasons he could not sell lumber for a price that would pay the transportation, but he became a fixed citizen, and remained in spite of all adversity.

He was one of the prominent actors in trying to get the North Branch Canal extended to

Scranton, and he was the principal actor in making the arrangement for the Delaware & Hudson Canal Co. to allow coal to be shipped on their canal to Hawley, from which arrangement grew the present Pennsylvania Coal Company's railroad from Hawley to Pittston, he having spent a whole winter in Harrisburg and New York to accomplish the object.

He was elected a Justice of the Peace at his home, which he held for twenty-five years, and during twelve or fifteen years of the same time he held the office of Ruling Elder in the Presbyterian Church of Blakely, where he built a church at his own expense, except $12 50 that two of his employees would compel him to charge to their account.

At one time he knew every man living between Wilkes-Barre and Honesdale, a distance of fifty miles, where now a population of nearly 200,000 toil in poverty, flourish in business, or loll in the lap of luxury.

The fortune of his Uncle Charles melted away and Lewis S. having endorsed heavily for him at the Philadelphia Banks, the result was a total loss of the Mount Vernon estate, that now is rented to produce $70,000 per annum to its present owners.

He had been connected with a volunteer regiment as lieutenant-colonel that belonged to that section, and generally paraded in Abington. When the war of the rebellion broke out, and volunteers were called for, he took fifty young men to Camp Curtin in Harrisburg, who entered service with the 52d Reg't. Pa. Inf'try. Returning, he collected another fifty recruits and placed them in the 56th Reg't. His health was not sufficient to the task of camp life and the rigors of war, and he returned again and moved his family to Scranton. The next year the city was chartered, when he was elected alderman. He is now serving out his second term, with 9,000 civil suits on his docket, and as much more commonwealth business. He has never had a person call the second time for money that had been collected. He has married as many as fifty couples in one year.

While located at Mount Vernon he married Miss Hollister, sister of the historian of the Lackawanna Valley, Dr. Hollister, whose accomplishments and grace have added much to his home and happiness. She is widely and favorably known as "Stella of Lackawanna," the poetess, and her numbers have lent many a classic charm to the rugged spots of this coal section. In the earlier pages of this work is given a poem of intrinsic merit, written by her from Prospect Rock.

His children are merging into active life and bid fair to become useful and honorable citizens, and well worthy of their sire. He looks back over the past with a sort of satisfaction, feeling that his life has not been in vain. His church associations have always afforded pleasure, his membership having been in Lenox, New York, Pottsville, Philadelphia, and now in Scranton. He feels that he is willing to work on, or ready to depart.

As late as thirty years ago the village school of Mount Vernon was conducted by Dr. Hollister, and in those days the river swarmed with fish, the forest was full of all kinds of game, the people were happy:

"And every sound of life was full of glee,
From merry mock-bird's song, or hum of men;
While harkening, fearing nought their revelry,
The wild deer arched his neck from glades, and then,
Unhunted, sought his woods and wilderness again."

But the development of the coal resources stripped the place of its primeval romance, and the then proprietor, Mr. Watres, projected for the dusky mineral, but was not successful.

HON. WILLIAM MERRIFIELD.

As one of the prominent men of Lackawanna Valley—perhaps the one most intimately connected with its earliest history—is the subject of this sketch, Hon. Wm. Merrifield—intimately known among the inhabitants as the Judge. He was born in Dutchess county, New York, April 22, 1866. His grandfather, an Englishman, married into a German family, and in connection with farming was a school teacher. His parents followed farming life exclusively and emigrated to Pennsylvania in 1819, commencing at once to clear the forest in the vicinity of Hyde Park.

Young William's axe was busy in his boyhood in clearing away the gigantic trees which once towered where now are hundreds of human habitations.

His early education was obtained at district schools, but his mind was sufficiently stored to enable him to teach, and for five winters was engaged in this occupation; the balance of the time being principally employed in working at the carpenter's trade. While teaching at Wyoming he married a sister of Wm. Swetland, and immediately afterwards engaged in the mercantile business which he followed until 1864. In the interim his thoughts had been directed to public improvements, and to this end we find him energetically at work to secure the first post office in his locality, in which he was ably seconded by A. Beaumont, Esq., and Hon. Philander Stevens, then a Member of Congress, from the district comprising Luzerne and Susquehanna counties. He is therefore the historical first post-master of Hyde Park, having been appointed in 1833.

In 1843, he was elected to the State Legislature, served during the terms 1844-5 6. While at the State Capital he held important positions, which indicates a very forcible mind. He was appointed chairman one season of the Committee on Banks, and again on the Committee of Inland Navigation and Public Improvements. During the last session, in connection with others, he was a member of the Committee on Ways and Means. In 1856, he was elected Associate Judge of Luzerne county, serving on the Bench with the great and good Judge Conyngham, with whom he ever held the most intimate and pleasant relations. During the time that he officiated as Judge, he tried a case at Chambers, upon which he ruled adversely to eminent counsel, which occasioned an appeal and a review by the Supreme Court. In each ruling he was sustained, the case being reported at length in 8 Casey, Rep. In 1870, he was instrumental in bringing about the organization of the Hyde Park Bank, of which he was elected President, a position which he has held continuously to the present date. So effective has been his management that on several occasions the Board of Directors have presented him testimonials of their appreciation, among which is an elegant portrait of himself in oil, which will adorn the walls of the bank for many a day, a silent yet eloquent witness of a self-made man.

His early struggles for the welfare of the Lackawanna Valley stand out in legislative records as the boldest champion ever sent from this locality. This is particularly true, because of the intriguing attempts made by other sections of the state to burden the Anthracite region with onerous taxation.

The debate was had in April, 1846, and opposing Mr. Merrifield were Colonel Victor E. Piolett, of Bradford, and nearly the great mass of the representatives. The state debt was hanging over the people with the ugliness of a nightmare, and in those days were found men enough to cry repudiation.

Mr. Merrifield's speech was reported in full in the *Pennsylvania Reporter* and *Home Journal*, of April 13, 1846, from which the following extracts are taken, which will give a fair exhibit of the state of the coal regions at that time. After proceeding at some length on the injustice of the measure on historical grounds, setting forth in full, the struggles that had caused the world so much suffering because of these arbitrary measures, he fell to the point of direct reply to Mr. Bartholomew, of Warren county.

"All I can say to the gentleman, for I could not find a single point, save one, to which he had arrived in his argument to sustain his position, and that was, '*that the God of nature* had given us coal fields, and therefore we had a right to tax them.' What kind of argument is that to introduce here? Has not the same '*God of Nature*' given the rich soil of other portions of the Commonwealth, by which we have been enabled to produce bushels of wheat?"

* * * * * * *

"I am therefore justified in saying that this great deposit of Anthracite coal is confined to three counties. Then why, Mr. Speaker, should it be singled out from among other articles equally meritorious, if expediency should direct the tax? Well, can this coal bear the burdens of taxation? I contend it cannot. Ten cents per ton is a profit, which, if it realizes that, will make a handsome profit on the business of mining coal. A single operator mining and sending 50,000 tons of coal to market, netting ten cents per ton, would make handsome profit of $5,000;

which would be a fair competence indeed for a gentleman who had the ability and capacity to carry 50,000 tons to market. And hence it is plain to see that a tax of one hundred per cent. on the article in question, is too onerous to be borne—iniquitous, unprincipled—and if imposed by the adoption of this section, my word for it, the commonwealth will never realize one dollar from it, unless other subjects of a like nature shall be made to bear their equal proportion."

* * * * * * *

I will endeavor, in as few words as possible, to show the importance of this coal trade to Pennsylvania, and that thousands are annually being thrown into the treasury under the fostering care of government. Look at what Philadelphia was a few years ago, before the introduction of coal commenced; her commerce and trade were almost annihilated. Since that time, I am told the commerce carried on in consequence of the Anthracite coal trade is immense. Her rivers are dotted with brigs and schooners, wafting over her silvery waters, the black treasure of the Schuylkill to the manufacturing towns of the east. Her population has increased within the last ten years over one hundred thousand. What, Mr. Speaker, is the cause of this? It is her manufacturing interests promoted in consequence of the facilities in getting Anthracite coal to market."

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"In order to refute the position which my friend from Bradford has assumed, in part, that Anthracite coal lands pay little or no tax, I will now refer to a few townships in the county I have the honor to represent, and show you that wherever coal lands have been reached by railroad or canal, the increase of tax for state purposes has been from two to three hundred per cent. within the past three years. I will refer you to Carbondale in 1842. There was a two mill tax imposed upon coal lands during that year. In 1842, she paid into the treasury, $174.79; and upon the same valuation, at three mills, it would have amounted to $261.73. The same township in 1845, on a three mill tax, paid $776.55; thus showing an increase, in three years, of $513, equal to 197 per cent. And it must be borne in mind that Carbondale commenced operations long prior to that period; consequently, the increase in this township will not be as great as in those townships where the coal trade has been more recently springing up. In the township of Providence, the place where I reside, although not benefitted by any of the improvements of Pennsylvania, yet in consequence of a single Anthracite furnace located in our district, I will show the immense advantages the state has derived from that operation. In 1842, she was taxed, for state purposes, $73.96. A three mill tax on the same valuation would have been $110.04. The same township in 1845, paid $519.72; an increase of $408 78, equal to 378 per cent. The next in order is the township of Pittston, which lies at the head of the North Branch Canal, and in which a few collieries have within the last few years sprung up. This is likewise the township to which the gentleman from Bradford has so repeatedly called the attention of this house as having defrauded the treasury of this commonwealth by fraudulent assessments. Under the two-mill tax in 1842, she paid into the treasury $63.36; on the same valuation, at three mills, it would have been $95.44. The same township in 1845 paid $453.04, an increase in three years of $357.60; equal to 373 per cent. Plymouth, another coal township in my county, was assessed in 1842 $95.80; three mills on the same valuation would have been $143.70. The same township in 1845 was assessed $603.76; increase in three years $460.06; equal to 821 per cent. Now, then, to refute the position of my friend from Bradford, 'that coal lands are not adequately assessed,' and to show that his arguments are untenable I will contrast the above township with one of the most fertile agricultural townships in the state, in the same neighborhood. Kingston was assessed in 1842 $450 59; three mills on the same valuation would have been $675 87. The same township in 1845 was assessed $876.15, showing an increase in three years only of $200.28, equal to 30 per ct.

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"And if we are to believe the declaration of the gentleman from Bradford, which cannot be doubted from his known integrity, that his county is far advanced in agricultural science when he tells you on this floor, in a remark made yesterday, that the simple introduction of a *Durham bull* 'has increased the value of stock property in his county many thousands of dollars.'"

Another project which engaged the hard study of Mr. Merrifield in his earlier official years, was the effort to extend the North Branch Canal from Pittston to the coal-beds of the Lackawanna Valley, and the iron resources of Roaring Brook. Indeed it has been a favorite and pet idea with him for many years, and the slack-water theory which he more strongly urged was seconded by the best minds of the day. General Rumford, then a prominent man, was an able supporter of Mr. Merrifield, and Hon. Samuel D. Ingham, then Secretary of the Treasury under General Jackson, in a letter addressed

to him, regretted that it had been neglected as it must have resulted in benefit to the country. It is but a year ago since Hon. Simon Cameron has advocated an idea exactly similar to the one so earnestly fought for by Mr. Merrifield thirty years ago.

The liquidation of the State debt was at this time also an absorbing topic, and the views of the subject of our sketch plainly pointed out remedies by which, if his theories had been acted upon, the State must have been benefitted.

Had Mr. Merrifield's plans been acted upon in relation to the slack-water navigation, it is impossible to tell how great would have been the benefits which must have accrued to the coal-beds of the Lackawanna Valley.

As a politician he was ever known as a conscientious advocate of purity in public affairs, and though an adherent in a measure to the old Democratic school of State sovereignty, his interests were always heartily embodied in the welfare of the nation. As a citizen he carries the respect of all who know him, and in business matters he is thoroughly a gentleman.

HON. GEORGE SANDERSON.

The city of Scranton, the Metropolis of the Northern Anthracite Coal Basin, owes much of its beauty, taste in architecture and liberal policy to Hon. George Sanderson. His efforts are entitled to greater appreciation, because they emanate from himself personally and single handed. The absorption of power over property by corporations in this city, has not by any means redounded to their credit; close reasoning on the other hand would convince a disinterested observer that their attempts to amass wealth at the expense of the masses, has proved rather a detriment, and the result must inevitably exhibit itself as the city grows older.

Mr. Sanderson removed with his family from Towanda, Bradford County, Pa., to Scranton in the spring of 1856—he had resided here most of the year 1855. He was born in Boston; his ancestors being among the very earliest settlers of Massachusetts. In 1837, having married in Bradford County, he settled in Towanda; soon after he commenced the practice of law, and entered at once into a very considerable practice. He was appointed district attorney of Bradford County, and held the office for about six years, when he resigned. He was subsequently elected to the State Senate from the district of Bradford, Susquehanna and Wyoming Counties. Up to this time he had devoted himself assiduously to the practice of law; his success was established. He was somewhat extensively engaged in real estate transactions before removing to Scranton.

Mr. Sanderson made the acquaintance of Col. George W. Scranton in 1853 while in the Senate, and co-operated with him in securing the legislation which Colonel Scranton regarded necessary for the completion of the enterprise he had undertaken for the development of the mineral resources of this valley, and the successful establishment of the iron manufacture. On the solicitation of Colonel Scranton, Mr. Sanderson visited Scranton for the first time in 1854, and again in 1855, when in April of that year he purchased the Hitchcock farm. This tract of land contained about 220 acres, for which he was to pay sixty-five thousand dollars; that his judgment as to the value of this property had not misled him, was sufficiently proven in a few weeks when he sold an undivided half of it for sixty-five thousand dollars.

He then commenced laying out streets, which resulted in opening Washington, Adams and Wyoming avenues from Spruce street to Vine, which is to-day considered the wealthiest portion of the city in residences and aggregated capital; hence the name of Sanderson's Hill. He built on this hill a residence for himself, now occupied by James Blair, esq., and true to the policy which he has always exhibited he erected several other houses in the same vicinity. He donated the lots to public use upon which the Central School building stands. During the earlier administration of public affairs, he was twice elected and served as Burgess.

His next grand movement in opening the plan of the city, was the purchase of that part of Scranton now so favorably known as Green Ridge, which must of necessity, because of the

exhorbitant prices charged for land held by corporation power elsewhere, become in the future the best and finest part of the city. His policy in building Green Ridge has exhibited in the strongest sense his wisdom and foresight; commencing himself by constructing the Green Ridge and Providence Street Railroad and erecting a model residence, he has succeeded in drawing about him a community whose tastes have converted the ridge into the only spot in the Lackawanna Valley which resembles rural Elysian Fields. His broad views enabled him to judge of suburban architectural effect, and accordingly he mapped the tract in spacious lots, which any gentleman would recognize as sufficient for home purposes. The effect has already begun to tell upon the scenery in that quarter.

In the effort to make the spot a practicable dwelling place at his own expense, he has disbursed thousands of dollars in the construction of broad avenues and streets, and the building of necessary bridges. More than any other man who has ever lived in Scranton, has Hon. George Sanderson been a public benefactor in the creation of houses and artistic utility.

In November, 1855, Mr. Sanderson associated with him his brother-in-law, Burton Kingsbury, of Towanda, and formed the co-partnership of Geo. Sanderson & Co., in the banking business. This firm continued in successful business until 1873, when it was merged in the Lackawanna Valley Bank.

HON A. B. DUNNING.

Resides in the village bearing his name, situate on "Roaring Brook," ten miles southeast of Scranton, on line of the Delaware, Lackawanna and Western Railroad. The subject of this notice was born in Sussex County, New Jersey, on the 21st day of March, 1821. His father, Gilbert Dunning, settled in Providence township, Luzerne County, near Dunmore, in April, 1822. Politically he has always been identified with the Democratic party. In 1852, while engaged in the mercantile business in the borough of Providence, his party nominated him for the Legislature to which he was elected. He was returned the following year. As an evidence that his services were appreciated by his constituents, the unusual honor of a third term was conferred upon him. Since which time he has been more or less prominently before the public until the fall of 1872, when he was elected to the honorable position of member of the Constitutional Convention.

The Hon. George W. Scranton, to whom the public is more indebted for the construction of the Delaware, Lackawanna and Western Railroad than to any other man, in appreciation of Mr. Dunning's services in this great enterprise, named the town and station after him.

Dunning is a thriving little town, supporting numerous mills for the manufacture of lumber, one planing mill, and one of the largest tanneries in the State. The "Christian, Baptist and Methodist Societies" have regular service in the town, with two flourishing Sunday Schools.

Mr. Dunning carries with him largely the confidence of the entire people of northern Pennsylvania.

HON. WILLIAM N. MONIES,

SECOND MAYOR OF SCRANTON.

William N. Monies was born in Ayrshire, Scotland, in the village of Dailly, on the 10th of May, 1827. He received his education in his native country, his father being a merchandiser. His intellectual culture was derived entirely from the common schools of Scotland, but the basis must have been thorough, and a supplementary course of self earned knowledge must have been somewhat extensive, for he possesses a vigorous understanding, and exhibits evidences of considerable literary attainment.

He emigrated to America in 1849, coming directly to the Lackawanna Valley, settling at Carbondale. He commenced life here by working at baking for $1.00 per day for Andrew Law, now of Pittston, who was then carrying on that business in the growing village at the upper end of the valley. After six months of service for another, he commenced business for himself.

In 1852 he started for California, traveling the overland route, occupying for this two years time. He returned to the States again, after which he concluded to go to California again, working as baker on the steamer Yankee Blade, and then commenced a baking business in the golden territory, at which he continued for two years, when he sought his old home again in Carbondale and resumed the same business.

In 1860 he came to Providence, now of Scranton, and engaged in business in partnership with Joseph Gillespie, running the Providence mills for six years. In 1866 he connected himself with Lewis Pughe, under the firm name of Monies & Pughe, which is the name and style of the firm at the present date.

He joined the Federal army in 1861, going as captain of the 136th Pennsylvania Infantry. After being mustered out, the term of service being nine months, he again entered the field as colonel of a militia regiment called the "Monies Tigers." This organization was raised for the emergency which called them forth to repel invasion of Pennsylvania soil.

In 1863 he was elected Burgess of the Borough of Providence, and in 1869 was elected Mayor of the city of Scranton, by the Republican party. His administration was all that could have been expected of any officer, when it is taken into consideration how weak were the powers of the office. During his term of service the great strike of 1870–71 caused his power to be used in calling for military aid, an act which has been too often unjustly attributed to his want of foresight. The scenes of that disorder having passed away, and the events having lost interest, it is easier for the historian to judge of the facts as they appeared in the premises, and the only conclusion which can be arrived at is, that independently of Mayor Monies or any other official outside of the conflicting parties, the majority of citizens felt the need of security, demanded it, and it was given. Volumes more written upon the subject cannot force any other conclusion.

Colonel Monies is regarded by his fellow citizens as a man of strong character, a reputable townsman, and a creditable ally in public matters.

HON. ROBERT H. McKUNE,

FOURTH MAYOR OF SCRANTON.

The present Mayor of our city is of Scotch and Irish descent, his great-grandfather having emigrated from Scotland and settled in Orange County, in the State of New York, in 1762, in which county the family has always since resided.

Robert was born in Newburg, on the Hudson, August 19th, 1823. His father dying when he was three years of age, he was taken in charge by his grandfather, who placed him in the private school of John James Brown, one of Newburg's oldest teachers, and subsequently entered the High School under the Superintendent, O. M. Smith, both of which teachers are still residents of Newburg.

He left his studies at thirteen, and commenced active life by entering the boot and shoe store of George Mecklan, who was at that time the largest dealer in his line of goods. After remaining here one year he united himself with a relative, Henry Schenck, of No. 12 Church street, New Brunswick, New Jersey, who carried on the same class of business, and with whom he stayed some two years.

Having always had a desire for personal independence, he concluded to learn a trade. His widowed mother had been carrying on a baking business in Newburg, and thither he repaired to join the comforts of home with his business relations, which he adhered to for several years.

In 1839 he went to the city of New York, and found employment with Messrs. Monroe, at 173 West Broadway, who at that time commanded some of the best business in the city. After remaining here for about two years, he returned to his home and took charge of his mother's business until he was of age, when, having a small patrimony left by his grandfather, he entered the grocery business in Newburg.

While here he was married to Miss Elmira Smith, of Mamaking, Sullivan County, New York, and continued his residence in Newburg for two years. His health failing he took up his abode at Cold Spring, N. Y., for another two years, when he emigrated to California in 1849,

leaving New York, February 1st, on steamer "Falcon," the first which carried the first mails to California. During this trip he worked as baker both on the Atlantic and Pacific oceans, and was the first American that ever carried on that branch of industry in the city of Panama. Reaching California he repaired to the mines and stayed there for seven months, then went to San Francisco and engaged at his business during his sojourn there.

Upon his return to the States he settled at Susquehanna Depot, on the New York and Erie Railroad, then a town just springing into existence; after which he located at Binghamton, where he was successively connected with several firms in the wholesale grocery trade.

These firms naturally extending their arms into the Wyoming and Lackawanna Valleys, his mind was directed to these promising localities, and an acquaintance ripened into a conversant knowledge of the business and men in the Anthracite region. He had remained in business in Binghamton for some seventeen years; when the war having broken out he went to Scranton in 1862 and connected himself in business with Mr George Cone and A. W. Renshaw.

In September, 1862, he occupied the position of first lieutenant in the Keystone Guards, a company raised in Scranton, and with them he joined the army at the front, assisting the army of the Potomac at the battle of Antietam, he having charge of the advance guard on the Williamsport road, on the Union right. Upon his return from the emergency, he entered the service again by uniting with the secret bureau at Vicksburg, Miss., under command of Colonel Hutchinson, and remained in the secret service until the close of the war. He stayed one year South after the termination of hostilities, when he again returned North and entered upon a general insurance business in Scranton, at which he has been actively engaged to the present date.

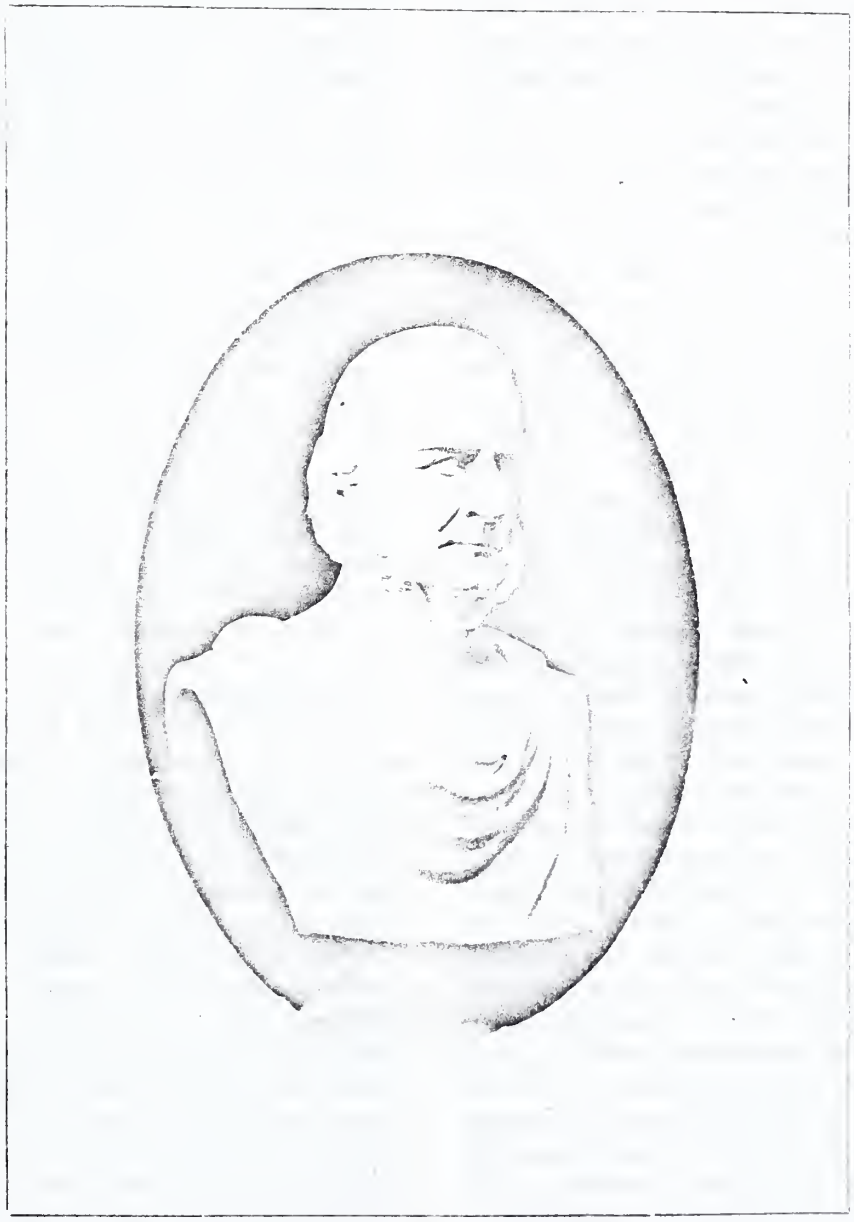
In 1868 he was appointed by Chief Justice Chase, United States Commissioner, and held this position until his election as Mayor, when he resigned. He was nominated for Mayor by the Democratic party in 1875, and elected. The triumph of the election is a credit to his popularity, for both parties had determined, because of the odium which had been cast upon our city by the press abroad, to put forth the best representative men, so that in either case the city would be honored. He has already entered upon his administrative duties with a spirit which commends him to the favorable and hearty support of every citizen in this prosperous and growing city. That he is public spirited as well as judicious all have the utmost confidence, as his residence here for years has amply testified. That he will make radical changes for the promotion of the welfare of the city there can be no doubt, for his whole life has been a busy one; his experience is varied, extensive and liberal, and Scranton will yet be able to point to an administration of justice inaugurated by Mayor McKune, which will be fitting matter for the future historian.

His long residence in Binghamton brought him into intimate relations with the late lamented Daniel S. Dickinson, and in looking over the files of Binghamton journals we frequently find the name of Robert H. McKune as the presiding officer of assemblages, both political and social, bringing him into the nearest and most familiar connections with this great and good man. At the outbreak of national hostilities, he followed in the course of policy marked out by Dickinson, to save the Union at all hazards.

In the engine house of Crystal Hose Company of this city, can be seen hanging on the wall a certificate of membership to the fire department of the village of Newburg, dating March, 1842. Ever since he has been known as one of the most efficient and active firemen of his locality. Young yet, he is active, and having associated with men of large minds his policy as Mayor must be characteristic.

HON. STEUBEN JENKINS.

He was born September 28, 1819, on the Wyoming battle field, in the residence of Colonel John Jenkins, his grandfather, a hero of the Revolution and Pennamite wars. Most of his life has been spent in the vicinity made classic



STARKEY'S BUST OF JUDGE CONYNGHAM.

by his ancestors' deeds. In 1841–42 he taught school in Pittston, and attended school in Bethany during the winter of 1842–43. He commenced mercantile pursuit at Wyoming on his own account, but resumed his studies instead of following it, by attending school at Oxford, Chenango County, N. Y. Returning home he pursued his studies without the aid of a tutor, then went to Sylvester Dana in Wilkes-Barre for a few months, where he was prepared to enter college in junior class, but never went. In 1845 commenced reading law with Hon. H. B. Wright, and was admitted at August Term, 1847, and continued in the office of Mr. Wright for eight years, most of the time his law partner. In 1853, in consequence of health failing from severe labor, he accepted a position in Washington, D. C., where his duties were lighter, he having charge of the Foreign Mail Bureau, corresponding to that then occupied by Hon. Horatio King, since Postmaster General. In the spring of 1855 he returned to Wyoming Valley and commenced the banking business with his brother, as Jenkins & Brother. Soon after he formed a connection with George Sanderson & Co. in the same business. In 1856 he was elected to the Legislature, and again in 1857. He took an active and distinguished part in all the legislation during the time he was a member. Took an active part in having the main line of public improvements sold, the proceeds of which have resulted so beneficially in paying the public debt of the State. The terrible panic of 1857 destroyed all the business of the country, but was particularly disastrous in the neighborhood of Pittston. Experiencing that in the prostrate condition of the country the banking business would not pay, he closed up that business, and in 1858 returned to the practice of law at Wilkes Barre, in which he continued until the fall of 1863, when he was invited by the Commissioners of Luzerne County to become their clerk and counsel. He accepted the call, and remained in that position for about seven years, when admonished by failing health he resigned that position, and has since been engaged in farming, varying his employment by occasionally attending to a law case, surveying, &c. During his long and varied labors he has learned to read Latin, Greek, German, French and Spanish, beside his mother-tongue, and become well versed in the antiquities of the country and the sciences. He has succeeded in gathering the largest and finest collection of Indian relics in the posession of any person in the United States, and probably in the world, and in addition has a large collection of fossils, minerals, shells, &c. He has devoted the years of an ordinary lifetime to the collection of material for a history of Wyoming, and the mass he has gathered is said to be immense, and particularly rich and valuable, much of which has already been written out in order. His collection of genealogies of the early settlers of Wyoming is very extensive, and embraces all of any distinction. He was connected with the Luzerne Agricultural Society as Recording and Corresponding Secretary, or President, for fourteen years, and the success of that society was largely due to his labors. In the following organizations he has served,—fifteen years as Secretary for the Wyoming Bible Society, nine years a Director and Secretary of the Forty Fort Cemetery Association, and for the same period Secretary of the Wyoming Monument Association; for fifteen years a Trustee of the Luzerne Presbyterian Institute; ten years Trustee of the Presbyterian Church at Wyoming; seven years a School Director and Secretary of the Board in Kingston township; is honorary member of the Historical Society of Pennsylvania, also that of Bradford County; also of the American Anthropological Society, and President of the Jenkins' Institute of History and Science, of which he was the founder; Director of the First National Bank of Northumberland; has been Secretary of the Board of Prison Commissioners since their organization in 1870; has presided over County Conventions (Democratic), School Institutes and other assemblages, with dignity and native grace. He has contributed largely by his pen upon literary, historical, scientific, social and other subjects for the journals of the day. A man of fine tastes and sensibilities in every department of science and the fine arts; he is as well a musician of a high order. For many years has been

chorister in the Presbyterian Church; plays well on flute, clarionet, violin, bugle, &c.; has devoted time and attention to architecture, mechanics and painting. Of great industry and energy, and when young of remarkable strength and agility; clear and earnest in convictions, and frank in expressing them, pursuing the right and condemning the wrong; he is a man of more than ordinary station in the busy world's history. His friends are of the best class of men, and his enemies of the worst; he always regarded it as an honor that bad men were his enemies. His library is large and well selected, numbering over 2,000 volumes. His attainments are visible in association, and the classic little village of Wyoming will miss its brightest light when Steuben Jenkins fades away from its presence. His work will live in the Wyoming Valley while time lasts. At present he is devoting time and means in building up manufacturing enterprises in his locality, and is largely interested in Terra Cotta work, School Factory, and other minor branches of industry. A brief sketch of the town of Wyoming will be found in succeeding pages.

MAJ. GEN. EDWIN S. OSBORNE

Was born in Bethany, Wayne County, Pa., on the 7th day of August, A. D., 1839. He is a graduate of the University of Northern Pennsylvania, and of the New York National Law School. He read law with the Hon. Charles Denison at Wilkes-Barre, and was admitted to the Bar of Luzerne County, February 26th, A. D., 1861. In April, 1861, when the rebellion began he enlisted as a private in Company C, 8th Reg't. Pa. Vols., and served in the campaign of 1861 with General Patterson's division. Subsequently he was authorized by Governor Curtin to recruit a company, and was mustered as captain, to rank from 22d August, 1862. His regiment was assigned to the First Corps, Army of the Potomac. From September, 1862, until February, 1863, he served upon the staff of General Wadsworth. In February, 1863, at his own request, he was returned to his regiment, and served with it until August, 1863, when he was again detailed for staff duty, and appointed Assistant Inspector-General. He remained with the first corps until it was consolidated with the fifth corps, when he was assigned to duty with the first division of that corps; remained with this division until September, 1864, when he was transferred to the Third Division, Fifth Corps, and remained with this command until the close of the war. He participated with the Army of the Potomac in all the battles in which that army was engaged after he joined it. He was on several occasions highly complimented in orders for gallant conduct and skillful handling of troops in the face of the enemy. He was commissioned Major of his regiment, was three times breveted for meritorious conduct, and shortly after the surrender of Lee was appointed a Judge Advocate, with the rank of Major, in the regular army. While Judge Advocate he was detailed by the Secretary of War on several important missions, among which was to investigate the charges preferred against citizens of Pennsylvania, held by military authority, and report to the Secretary of War what action, according to the law and evidence, would be proper in each case. Through his recommendation those so held were set at liberty, or turned over to the civil authorities. He was also sent by the War Department to Macon, Andersonville and other points in the South, to investigate and report upon the treatment given Union soldiers while held as prisoners of war by the South. This investigation led to the arrest and trial of Captain Werz, of Andersonville. The charges preferred by the United States Government against Werz, were drawn by him and he prepared the case for trial. After performing this duty he offered his resignation, which after some hesitation was accepted by the Secretary of War, and he returned to Wilkes-Barre and resumed the practice of law.

When the organization of the National Guards of Pennsylvania was authorized by the General Assembly, he was appointed by Governor Geary, with the consent of the Senate, Major-General of Division. In the exercise of the duties of this office he has been prominently before the

public on several occasions, but more particularly during the long strike among the miners in 1871.

When the difficulties between the New York and Erie Company and their shop men at Susquehanna, in March, 1874, assumed such a shape as to make it necessary to invoke the military power of the State, Governor Hartranft ordered General Osborne to the scene of action, and placed him in command. Without any attempt at display or offence in the exercise of military authority, in a very short time and without accident, he succeeded in opening the railroad to travel, and in settling the difficulties between the parties by amicable adjustment. As a soldier, citizen and lawyer he ranks among the most notable which this section of the State has ever produced.

HON. HENDRICK B. WRIGHT.

Hendrick Bradley Wright was born at Plymouth, in the Wyoming Valley, on the 24th day of April, A. D., 1808. His father was of that family of Wrights whose ancestors came to America with William Penn, and settling at Wrightstown, near Burlington, in West Jersey, there exercised the office of a Justice of the Peace under the Royal Commission, and at the same time was an ardent member and supporter of the Society of Friends. His mother, whose maiden name was Hendrick, was descended from one of the earlier Dutch colonists of New York. The father came to Wyoming Valley in 1795, and soon became one of its most prominent inhabitants. After educating his son to the best advantage in this locality, he sent him to Dickinson College, where he pursued the usual classic course. Returning home he began the study of the law in the office of the late Judge Conyngham, of Wilkes-Barre, and was admitted to the Bar in 1831. During the ten years which followed, Mr. Wright devoted himself assiduously to his profession. The Bar of Luzerne County, at that period, contained some of the most learned and eminent counselors of Pennsylvania, and among these Mr. Wright soon took a high position, and as an advocate before the jury he achieved a marked eminence. In the year 1841 he accepted a nomination to the House of Representatives of his State, and was elected. He was ever acknowledged as one of the leaders of the House. In 1842 he was again elected, and received the appointment of Chairman of the Committee on Canals and Internal Improvements. He also took a position on the Judiciary Committee, for the express purpose of procuring a repeal of the law providing for the imprisonment of poor debtors. He also strenuously endeavored to procure the abolition, from the prison discipline of Pennsylvania, of the system of solitary confinement, but in this he was unsuccessful. In 1843 the nomination of State Senator was offered to him, but preferring the popular branch of the Assembly, he declined the honor and was again elected to the House. Upon the opening of the session he was chosen Speaker, a position which he ably filled. In May, 1844, the Democratic National Convention met in Baltimore to nominate a candidate for the Presidency. It was a time of great excitement, growing out of the Texas-annexation question. Mr. Wright, then a delegate at large from Pennsylvania, was at once recognized as the man for the occasion. At this convention James K. Polk, a Texas annexation candidate, was finally nominated.

From 1844 to 1852 Mr. Wright was again engrossed in professional duties. In the latter year he was elected to Congress, and served a term with great ability. In 1854 he was renominated, but defeated by the "Know-Nothing" element. Upon the breaking out of the rebellion he was again called from retirement. The nomination to Congress was tendered him by both political parties; he accepted, and was of course elected; and amid the perplexities and dangers which surrounded the Federal Congress during the next two years, he was distinguished as a consistent and untiring advocate of an undivided Union. In a speech delivered January 14th, 1863, not long after he had followed his eldest, best loved son, to a soldier's grave, he commented severely on the peace resolutions offered by Mr. Vallandingham. In concluding

he said: "Where I stood when the rebellion began, I stand to-day; on the same platform, my opinions have undergone no change. I denounced rebellion at the threshold; I denounce it now. I have no terms to make with the enemy of my country, which will destroy the Union. I am satisfied that none other can be obtained. Time will determine whether my position is right or not; and I calmly abide it. The war, sir, has cost me its woes and tribulations, and I can *truly* close these remarks with a quotation from an ancient philosopher, uttered over the dead body of his son slain in battle,

'I should have blushed if Cato's house had stood Secure, and *flourished* in a civil war.'"

After the close of the Thirty-seventh Congress, Mr. Wright withdrew from both politics and active business, but he has devoted much of his time to the study of the amelioration of the laboring classes. He has issued a work entitled a "Practical Treatise on Labor," in which he has embodied the thoughts and observations of forty active years, and which he intends to leave as a last legacy to that portion of the American people in whom he has felt most interest, and for whom he has most diligently toiled. Throughout his entire professional and public life he has been emphatically the friend of the poor man. Of late he has gathered into a creditable volume a thorough and entertaing history of his native town, Plymouth, below Wilkes-Barre, in which he has added to the literature of Wyoming Valley many points of interest.

JOHN JERMYN.

The personal details of biography, while they may appear elaborate, yet serve another purpose, that of illustrating a principle. In dealing with the vexed question pertaining to the strife which frequently manifests itself in too forcible a manner between capital and labor, it cannot be denied that too many miners ignore the grand underlying feature of the whole subject, that in this country all being on a level at the outset it is possible for the poorest to reach the plane of the richest.

The subject of this sketch is a remarkable illustration of this established fact, that self-made men are most successful in life. The following sketch, published by the author one year ago in a Scranton journal, will give his biography in detail:

Born in Suffolk, England, in the year 1827, without the advantage of a thorough education or wealthy and influential relatives, and early in life thrown upon his own resources for a livelihood, he had to struggle with the many vicissitudes and trials incident to youth, single handed and alone, and yet we find that in almost every instance he rose above and superior to them all, and was successful.

Finding the avenues to successful business enterprise very narrow and hedged closely about, by difficulties in his native England, and hearing of the golden opportunities open to those who cared to succeed in the United States, he in company with others, in the spring of the year 1847, set sail for the promised land. On arriving in New York his attention was directed to Scranton (then Slocum's Hollow), as the most likely place at which to realize his expectations. Accordingly, the second day after landing in New York city, found him set down in the then almost unbroken wilderness of the Lackawanna Valley.

To the feelings and aspirations of a youth of twenty years, having been accustomed to the streets and active scenes of London, and whose every thought and purpose had been bent to the task of bettering his position in life, one can readily imagine the bitter feeling of disappointment and discouragement which come over his dream when this change first broke in upon his mind. The bright scenes and active duties of London life, left behind with all their fascination, with a vast ocean between him and relatives; in the midst of strangers, cold, heartless and exacting, with no capital save the strong arms and willing heart with which nature had endowed him, with no broad avenue opening before him to friends and affluence; but set down in the midst of a wilderness with no immediate prospect of employment or business, to one of a less ardent and hopeful nature, would have been crushing.

Not so, however, with young Jermyn. In casting his eye about him he soon discovered that others were in the path of success, that the New World on which he had but just stepped, was wide and full of rich opportunities for him as well as they, and his determination was soon formed and plans laid.

Making application to the Scrantons and Platt, his first day's work was done at the Old Furnace, unloading coal, and so well and faithfully was his task performed from day to day, that it soon attracted the attention of his employees, and before many days have passed we find him advanced. Encouraged by this, greater efforts were put forth, and position after position attained, until but a few years had passed, when we find young Jermyn no longer a dependent on others for employment, but from experience obtained under others, and powers for controlling and directing the labor of others enlarged, he is prepared to contract for himself, and thus reap the benefit of his own powers and genius.

Readily perceiving this, young Jermyn sought and secured the contract for opening the Diamond Coal mines at Scranton, and was the first man to put a shovel into that important work; never scorning labor himself, he was ever ready by his example and

superior knowledge of the application of means to the accomplishment of ends, to further his works and to gain the confidence as well as the hearty co-operation of those under his control.

His contract here having been pushed to a successful and satisfactory close during the years 1851 to 1854, he soon after entered into a contract to open and develop the coal of the New York and Pennsylvania Coal Company, situated in the notch of the mountain above Providence, since known as "Rockwell's Mines."

In this undertaking he was engaged some four or five years, and was highly successful. The contract having been filled and the work accepted by the company, in the year 1859, he entered into a contract with Judson Clark, esq., for the sinking of a slope and mining the coal from the lands of the said Clark, situated on the Abington turnpike, and near the mines of the New York and Pennsylvania Coal Company. Here he was engaged for some two years, when Judson Clark having died, he together with a Mr. Wells and Clark, of Carbondale, Pa., became the proprietor of the mines under a lease with the estate, under the firm name of Jermyn, Wells & Co. This lease continued for three years, when the mining of the coal at this point was abandoned.

Always on the alert for an opening, and with a wonderfully penetrating mind, we find Mr. Jermyn always looking in advance, and before he had closed his engagement at one point having another in waiting for him. Thus, before his lease expired with the Judson Clark estate, he had effected another with Judge Birdseye, of New York city, for the working of his mines at Archbald, Pa., two miles up the valley from the scene of last operations. These mines had been badly managed for many years, and their reputation was such that the proprietor found it difficult to operate them successfully. This Mr. Jermyn soon remedied however, and he had not been in possession of the mines more than three years when the proprietor was enabled to sell his mines and coal lands to the Boston and Lackawanna Coal Company at a very large profit.

Mr. Jermyn having closed his engagement here with the same success, which seems ever to attend him, with the same foresight which has all through life characterized him, sought out, and before closing his business at Archbald, effected a contract for mining the coal from the lands of the Gibson estate, situated two miles up the Lackawanna River from Archbald, at what was then known as Rushdale. Here, as at Archbald, the reputation of the community and quality of coal to be mined was such that mining operations had been abandoned entirely, and the operators almost literally driven from the fields, the mines having stood idle for several years. With all these discouragements, and contrary to the advice of his friends, who could see nothing but failure and disaster in the undertaking, Mr. Jermyn, after having examined the mines for himself, and satisfied his own mind that there was money in it, pushed steadily forward with his improvements, keeping his own counsel until he should be fully prepared to enter upon his mining operations.

Having put his machinery and buildings in thorough repair, and added largely to his facilities for mining and preparing coal, in 1865 Mr. Jermyn entered upon the most successful undertaking of his life, and laid the foundation for a large share of property and wealth, which to-day crowns his career, having effected two new leases of coal to the amount of one million tons each, besides filling successfully the original contract of one million tons, all from the same estate, and with facilities for mining and delivering the entire two million tons of coal within the next ten or fifteen years. Mr. Jermyn stands to-day among the most successful and wealthy coal operators of the valley.

So far from the predictions made when he was about to enter on this his last enterprise proving true, just the reverse has been the result. Thoroughly sifting the community when he came here, none but the better portion was retained and the refuse driven out. Upright, honest and industrious men were encouraged to come in, and with a liberality which has always been a characteristic of Mr. Jermyn, the helping hand was extended, and the encouraging word spoken to those who wished to obtain a house for their families, until from a little cluster of shanties found here when Mr. Jermyn took possession, in which the occupants had no interest, may be found a large and flourishing town of five thousand inhabitants, with large and well-filled churches, a graded school, second to none in the county, together with hotels and places of business, such as would grace a city.

When the borough of Gibsonburg was incorporated, the year 1869, it was thought fitting that it should bear the name of the estate on which it was founded, hence the name of Gibsonburg. But during the year 1873, the growth and interests of the borough having, from its formation, been so intimately connected with Mr. Jermyn and his family, it was thought but just, and the spontaneous expression of the entire community was given, that the name of the borough be changed to that of Jermyn.

In the year 1853 Mr. Jermyn married the daughter of Joseph Knight, esq., a very estimable lady, who has been a faithful sharer of all his toils and cares, and now enjoys with him the harvest of their accumulated wealth.

We cannot dismiss this subject without pointing the moral, and drawing therefrom a lesson for the good and encouragement of young men. We see in the career of Mr. Jermyn, beginning in life at the very bottom round of the ladder, and ascending step after step to its summit, always generous, never withholding when appealed to by the truly needy, prompt in the payment of his debts, ever ready to right a wrong unwillingly committed, uncompromising in his integrity, temperate in all his habits, he stands a bright example to those who would succeed in life and be honored by the community in which they stand.

The Masonic Hall of Carbondale, in the Jermyn Block, is an evidence of his public spirit, and the town which bears his name exhibits plainly his stamp and imprint.

GEORGE A. STARKEY,

SCULPTOR.

It is one of the lamentable tendencies of the age to ignore true merit, if found in obscure channels, and it is equally as true that, at the present day, the highest type of skill seeks its solitude away from the sham conventionalities of

the busy world. A true artist, who lives for the sake of his profession, who buries his existence in it, steeping his very soul into the arduous details, should of all men receive the appreciation due him. It takes long and weary years to win this however, and too often it does not become perceptible until the actor departs, leaving his fame behind for succeeding generations to do reverence to his works. The progress of the age, however, is inclining to a more thorough knowledge of art on the part of the masses, and we place before the world the name of George A. Starkey, the Sculptor of Scranton. The brief biographical sketch which is herewith appended, will only add cumulative weight to the old and sad story of so many of his brethren in the profession, who have thrown body, soul, mind and strength into purpose, merely for the sincere and devoted love which they bear to their artistic aims.

George A. Starkey was born July 12th, 1834, in an out of the way place, about eight miles north of St. Louis, Mo. His parents were Swiss, having emigrated from Canton Grison, Switzerland, to Peoria County, Illinois, in 1836. His mother dying in 1844, and his father the year following, the orphan boy was left homeless and unaided, and in a region of the West which, at that time, had no public schools. At thirteen years of age he was recommended to a trade, and attempted several. Within one year he served at tailoring, shoemaking, tin-smithing, cutlery and jewelry, but a hidden purpose within him produced discontent. At fifteen he had an opportunity to learn to carve in marble, and the inherent impulse having found vent, the eagerness of the boy was wild and enthusiastic. He served three years at the coarser work, and at eighteen started for St Louis, where he found a higher type of work, with proper instruction, at which he remained for two years. Here he became acquainted with one Joan Dominic, an Italian carver of superior abilities, who encouraged him to go to Italy to study the art of sculpture. His means were limited, and his income but sparing, yet the bright dream of the future so intoxicated him that he set about shaping his ends to accomplish the aim. Concentrating all his energies to this simple purpose, he averaged fourteen hours per day at hard labor for three years, and in 1858 started for the sunny skies of that classic soil, to fulfil the great expectation of his life's dream. He carried a letter from his friend Dominic to Antonio Nicolcti, a sculptor near Florence. Not succeeding as was anticipated with this master, and having learned of the excellency of a school of art at Munich, he started for that emporium of art in 1860, where he was received with favor by Professors Witig and Kaulbach, the latter standing at the zenith of fame in the modern world of art. He set about to learn as many different styles of composition, arrangement, and manner of handling as possible, by working in the studios of different artists. He assisted on some colossal statues for Steinhauser, and worked on other pieces of art under Ives and others. In 1863 he returned to America, after having stored his mind with every day familiarity with the master pieces of Europe, and landing in New York joined the school of the Academy of Art there, and worked with Park, Thompson, Bartlet and Platzman. His excellence of work obtained for him several commissions for portraits, but the metropolis being overdone by what he considered newspaper favorites, he sought Philadelphia in 1869, and worked for Bailey. His removal to this city was a purpose, which tells mightily in his works of art at present. He had studied anatomy in connection with sculpture, but not being satisfied determined to take another course, and for two winters dissected under Prof. Thomas. Here he received several commissions for busts and relievos, and one statue. His prevailing continental ideas which rule him and permeate his whole thoughts, that each artist and master must individualize himself in his own work, would not brook the flattering reception which money purchased for superficial American work, and he struck out in the world for the purpose of carrying out his own peculiar ideas of art, and accordingly located in Scranton in June, 1873. His first patrons were Mrs. J. A. Scranton, and Mr. H. B. Phelps of the Trust Company and Savings Bank. For the former he executed a relievo of her father, General Meylert, and for the

latter a profile of himself, both of which were flatteringly received. His grand master-piece thus far is the bust of the late Hon. John N. Conyngham, President Judge for so many years of Luzerne County. This subject has won for him an enviable reputation by every competent critic who has visited Wilkes-Barre since its exhibition to the public. Its main feature of recommendation is the soul in the cold marble; the visible animation and strong vital expression. In this characteristic Starkey excels, for while studying in Europe he could easily discern that the above qualification was well understood by the antique masters, while the moderns sacrifice it to a fancied ideal beauty. He is an apt scholar of character, and with this auxiliary to his profession he produces fine results. At present he is engaged upon a work which will be erected as a monument to the late Miss Gertie Tripp, of this city. When completed it will add fresh laurels to his hard earned victories and art triumphs.

ARCHITECTS.

Joel Amsden, the first of his profession in the city of Scranton, deserves a proper appreciation on the part of its citizens. He was born in Hartland, Vt., September 5th, 1812. He graduated from Norwich University in the same State, (Captain Partridge, Commandant), a semi-Military Academy, and in those days quite a rival of West Point. He commenced his professional career as a civil engineer, by engaging in the preliminary surveys on the lower end of what is now the New York and Erie Railroad, and subsequently was employed on the New York State canals, receiving the appointment of resident engineer on the Black River canal, with headquarters at Booneville, Oneida County, (where he married), and subsequently when that end of the canal was completed at Rome, in the same county. In this capacity he was employed from the year 1838 to 1846, designing numbers of buildings during the same time, among others that known at Rome as Stanwix Hall. From Rome he removed to Boston, Mass., where he practiced the mechanical branch of his profession for about three years, when he removed to Easton, in this State, having been called thither to remodel the motive power of the Glendon Iron Works near that place. In Easton he turned his attention to mining as well as mechanical engineering, and was also the architect of many buildings in that vicinity. While there he went to New York on business, where he met Colonel Geo. W. Scranton, who induced him to change his residence and make Scrantons his home. Accordingly in 1850 he removed hither, and was engaged at once in engineering connected with the manufactories then in process of construction, by the firm known as Scranton & Platt, and subsequently as the Lackawanna Iron and Coal Company.

When the northern division of the D. L & W. R. R. was projected, Mr. Amsden acted as resident engineer under the Chief Engineer, Major McNeill, and subsequently after Mr. McNeill's resignation as Chief Engineer, during the completion of the southern division. The plot of the borough of Scranton was laid out by Mr. Amsden, and in a large measure to him is due the credit of the wide and regular streets into which the borough was sub-divided. From his earliest residence in Scranton, down almost to the period of his death, which occurred December 18th, 1868, he had been engaged in engineering in the borough and city limits. Many of our first buildings are the result of his skill as an architect, and his ability as a mechanic. Among these may be mentioned the First Presbyterian Church, the Graded School building, the Adams Avenue M. E. Church, the Wyoming House, and St. Vincent's Cathedral, beside many private buildings and stores. His private life had been above reproach, and as a business man he was noted for his honesty and uprightness in every respect. Two of his sons follow in the profession, and are now located at Scranton.

Captain Frank Powers Amsden, the eldest son, was born at Booneville, N. Y., August 25th, 1839, while his father was engaged there. After acquiring the advantage of an early education, he was sent away to Norwich Military Academy, Vermont, where he fitted himself for the profes-

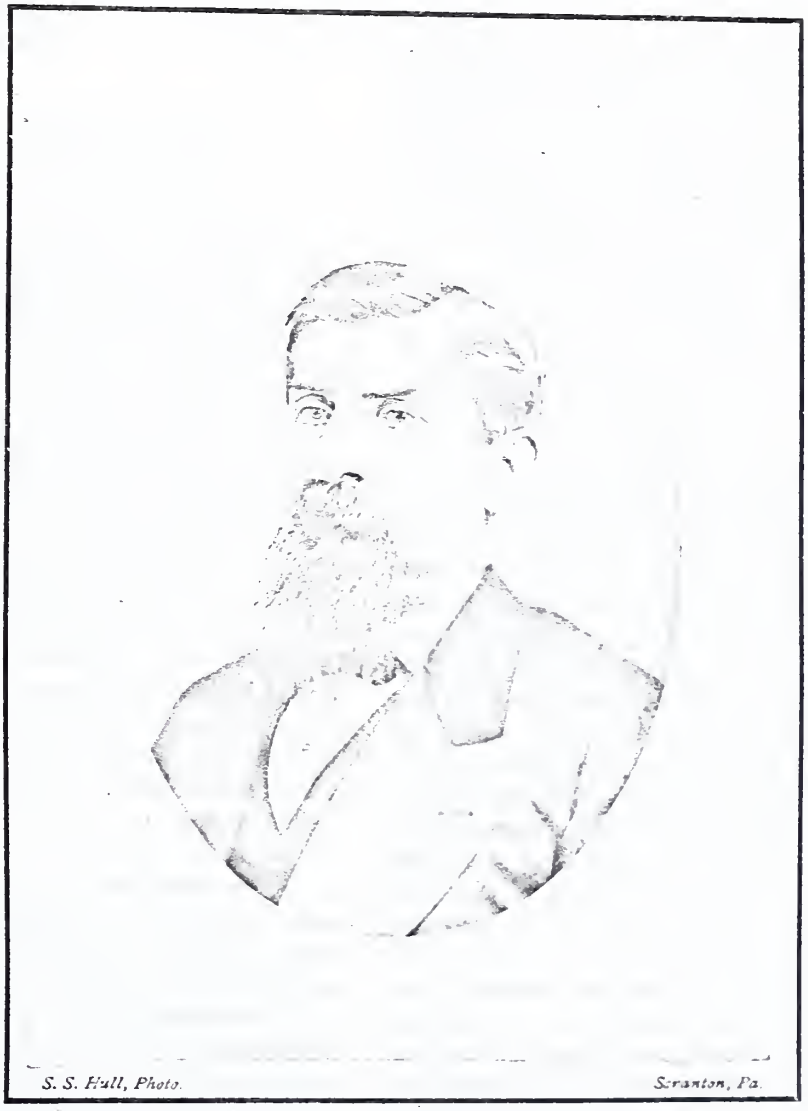
sion. After leaving this institution he spent two years in study at the Rensselaer Polytechnic Institute of Troy, N. Y. This school in those days, was second in superior attainments and inducements to West Point only. Previous to his going to Troy, however, he had seen practical service under the tuition of his father, a point which enabled him to grasp with greater ease the studies which he was to encounter. He left everything behind to serve his country in the hour of her need. Entering the service as first lieutenant of Battery H, 1st Pa. Artillery, he continued in the duty for two years and a half, retiring as captain. Evidences of his skill as an architect, are numerous in several parts of the country where his services have been called into requisition. His soul is in his professiou; being yet young the city may receive an impress of his thoughts in its future architectural adornments.

CAPTAIN FREDERICK JOEL AMSDEN, another son, was born at Rome, N. Y., June 18th, 1841. After receiving his education in the superior schools of that city, and practical experience under the immediate tutorship of his father, he was sent to Stamford, Conn., to continue his studies, after which he was again under his father's eye and instruction. He, like his elder brother, went to the relief of his country, commencing service as second lieutenant of the 136th Regiment of nine months Pennsylvania Volunteers. He participated in the battles of Fredricksburg and Chancellorsville, and the arduous duties of a winter campaign, after which he was mustered out only to return, when he received an appointment in the Signal Corps, in which he served until the close of the war, doing duty in Washington, South Carolina and Virginia. Many of the veterans will recall the high tower on the James River, used for signaling purposes, called by some the Crow's Nest, by others Butler's Dutch Gap Canal Tower, and Amsden Tower. This was constructed partly under the supervision of Captain Amsden, and after its completion was under his charge, it being his duty to keep watch of the enemy at all points which this eminence commanded. On one day alone over three hundred shots were fired at this tower from the enemy's guns, and Captain Amsden, by his instruments and engineering skill, made a complete record of each shot, and where it came from, a feat not easily accomplished by every soldier. At the close of the war he was sent to Fort Leavenworth, Kansas, where he spent five months in an expedition against the Indians. Returning to his home in Scranton, he was Superintendent of the Drawing Department of the D. L. & W. Railroad office, since which time he has been actively engaged in his profession. Since the death of his father he has held the position of City Surveyor. His designs are scattered all over the city, and a complete list would burden space.

EDWIN L. WALTER, a yeung and promising Architect of Scranton, came from Prompton, Wayne County, in this State. He received the usual common school education, after which he learned the trade of his father, that of a carpenter. His thoughts were too busy with the world before him to be content with the monotony and lack of skill of the trade, and in his spare moments he commenced the study of drawing and architecture himself. He succeeded admirably, and ranks to-day with the list of his grade in the profession. He has been in the office of the Messrs. Amsden for five years, and served before that two years with the Dickson Manufacturing Company. While self-made, he is still cultured to an eminent degree in the principles and literature of his profession. He, too, gave his services to his country, being a member of the 2d N. Y. Cavalry (Harris Light). His acquaintances bespeak for him a brilliant future.

CORNELIUS BRINKERHOFF, another of Scranton's Architects, is a self made member of the profession, having worked his way from the carpenter's bench. At the age of sixteen his father sent him to Portsmouth, Va., where he was apprenticed, and in a short time was able to execute drawings for the entire yard, consisting of hundreds of mechanics. He has worked in offices in New York, Philadelphia and other places, and exhibits many fine practical traits.

H. R. NOLL came to Scranton at the close of the war, and has added to the architecture of Scranton many evidences of his skill. Many of



JOHN JERMYN.

FOUNDER OF THE TOWN OF JERMYN

the large buildings were designed by him, and being a practical carpenter his advice is often sought on the practical parts of the profession. He is a skilled botanist, and is the author of a work on that science, which pertains exclusively to the Flora of Pennsylvania. He professes a good knowledge of geology, and as an analytical chemist is competent He is learned to some degree in mineralogy.

F. LEE FARIES,

ARTIST AND LANDSCAPE PAINTER.

The importance of the coal region to the world of art, is one of more than trivial significance, and its advantages are daily becoming more appreciated. The illustrated periodicals of the age have already sent their best talent through these romantic valleys to pencil the striking scenes which here present themselves, and now comes the professional artist as a resident of Scranton, through whom its notoriety in the world of picture will be made known. Of the latter class is the name above, Mr. F. Lee Faries. He was born in Williamsport, Pa., in 1837. His father, Robert Faries, was one of the noted men of the State, and one of the old civil engineers who, fifty years ago, commenced and carried to completion the great works that connect the Metropolis of the State with the West. From that time until his death, which occurred in the fall of 1864, he was connected with all the improvements of any note, including both canal and railroads, in the middle and western portions of Pennsylvania, holding the several positions of Chief Engineer of both State and private corporations, Superintendent and President of Railroads. His last great work was the completion of the Philadelphia and Erie Railroad, which he finished, after thirteen years of hard labor, three weeks before his death. The early education of the son of such a man, had many rare advantages Following his father was his best school for studying nature, and in no State in the Union could he have found better discipline for studying nature than was given him in the Keystone State. He spent thirteen years in the Alleghanies, and it was with this contact of nature that he first became fond of studying her various moods; noticing the wild mountain scenery; the deep gorges; the rushing, tossing waterfalls, etc. His sojourn among the great fresh water lakes, was enlivened by natural sketches of fierce storms and beautiful sunsets. His ticket of admission to study in the Academy of Fine Arts in Philadelphia, is dated January 28th, 1861. Previous to that time he had studied with Sandford W. Mason, now deceased, who was the oldest student of Peter F. Rothermel, justly celebrated as the finest figure painter in America. Messrs. Mason & Rothermel were the means of procuring our subject admittance into the academy. He was engaged subsequently by Mr. Cresson, Chief Engineer of the Fairmount Park, to make oil sketches of the Schuylkill and the county around Wissahickon, for the purpose of beautifying the same and locating different buildings. During the year 1863, T. Moran, the celebrated landscape painter, came to Williamsport for the purpose of furnishing illustrations for Harper's Magazine, of scenery along the Catawissa Railroad. Mr. Faries had a studio in the place, and this was thrown open to the artist, with whom Mr. Faries studied during his sojourn there. He came to Scranton at the call of Mr. E. W. Weston, of the D. & H. Canal Company, to take a position under that corporation, his father's teachings having made him a Civil Engineer, but the general depression of business, since the failure of Jay Cooke & Co., has so shaped his ends that he falls back on art. His sketching around Scranton will be valuable to the city, as he is engaged in restoring many old landmarks on canvass.

CHAPTER XXXVIII.

THE JUDICIARY AND BAR OF SCRANTON.

Before the Borough of Scranton had been chartered as a city, its legal functions were performed at Wilkes-Barre, the county seat of Luzerne County. The first Mayor's Court, in and and for the city of Scranton, met October 1st, 1866, Hon. John N. Conyngham, Recorder, and E. S. M. Hill, Mayor. The court directed that Lewis Jones, esq., the senior member of the bar, be admitted to practice as an Attorney, and after being sworn, upon his motion others were admitted. The Mayor's Court was presided over by Judges Conyngham and Dana, until September Term, 1870, when, according to the decision of the Supreme Court of the State, Hon. Lewis Jones was appointed by the Governor until an election could be had, which, when accomplished, gave to the bench Hon. W. G. Ward.

We give herewith sketches of the Recorders, and in treating of the bar, present only resident (Scranton) Attorneys in the order in which they were admitted:

HON. LEWIS JONES

Was born in Exeter, Luzerne County, in the year 1807. After receiving his education he pursued the study of the law in the office of the Hon. Chester Butler, in Wilkes Barre. He was admitted to the Bar of Luzerne County, August 5th, 1834, and immediately commenced an active practice. He resided successively at Carbondale and Wilkes-Barre, until the year 1855, when he took up his residence in Scranton.

Upon the resignation of the late Hon John N. Conyngham, Mr. Jones was appointed, by Governor Geary, Recorder of the Mayor's Court of the city of Scranton. This office he filled acceptably for a short time, and declining a nomination retired as well from general practice as from official position. His charge to the Grand Jury in 1870 was a powerful and exhaustive effort, and administered a scathing rebuke to wrong-doers.

Taking an early advantage of the opportunity offered in the city of Scranton as well as the Lackawanna Valley for speculation, he acquired a large property. The Hon. D. N. Lathrope, late Recorder of the Mayor's Court of the city of Carbondale, and Judge Jones were partners in the practice of the law during nearly all of their professional career. Retiring from active practice at the same time in 1870, they each received their appointments as Recorder nearly simultaneously.

His interests calling him to New York city during his latter years, the vast estate known as the Fairlawn tract has not developed to the credit of the city in proportion to other additions in the hands of men who devote time and means solely to home matters.

HON. WALSINGHAM G. WARD.

The first Recorder elected by the suffrages of the people, to the position of Judge, was Hon. W. G. Ward. He was born October 7th, 1823, at Doon Plains, Dutchess County, N Y. He had but limited educational advantages during his youth, his ability and acquirements having been obtained during man's estate.

His early life was one of toil upon the farm, and in the lumbering branch of business. He

came to Scranton in March, 1843, where he has remained until the present time. In the latter part of the year 1846, he volunteered as a private in Co. "I," 1st Reg't. Pa. Vols., for service in the Mexican war, and was honorably discharged at Vera Cruz, April 3d, 1847, in consequence of illness that incapacitated him for service.

He read law with J. M. Alexander, esq.; was admitted to the bar November 10th, 1851. He opened an office in Scranton, and practiced law thereat until December 1st, 1870, when he was commissioned Recorder of the Mayor's Court for the city of Scranton, having been elected to that office at the previous October election. Judge Ward has always been held in high estimation as a great criminal lawyer, and his efforts before juries have been wonderfully successful. As a citizen he is upright and just, not given to amassing wealth, and in many cases displaying excellent philanthropic qualities. Judge Ward would do as much for his fellow-man, to save him from a fallen estate, as any man in northern Pennsylvania, who has ever occupied a public position. He is a strong advocate of temperance and morality, and is often called upon to address public assemblies in the interest of such reforms.

THE BAR OF SCRANTON.

As before stated the several members will be taken into consideration in the order in which they appear upon the Court records. At the first term of court before mentioned, there were admitted Messrs. Silkman, Hill, Ward, Canavan, Jessup, Willard, Hand, Hitchcock, W. Gibson Jones, Winton, Handley, Post, Loomis, Chase, Burns, Mahon, and Corydon H. Wells.

Charles H. Silkman, esq., ranks as one of the oldest practicing lawyers in the Lackawanna Valley. During late years his attention has been directed from the profession, and his health has caused him to abandon it forever.

E. S. M. Hill, esq., came to the coal region in its infancy, and locating at Providence soon won his way into a fair practice. His tastes were literary, and he abandoned Blackstone for the printing press. He was an editor of more than ordinary accuracy, and of the several papers which he started into existence, the *Legal Observer* was perhaps the most noted. He was the first Mayor ever elected in Scranton. He died of consumption in 1871.

Martin Canavan, esq., is an Irishman of considerable culture, an apt scholar in the requisites which pertain to the gentlemen of the old school, but now declining in years does not follow practice in courts.

Edward N. Willard, esq., one of the prominent lawyers of the northern Anthracite region, was born at Madison, New Haven County, Conn., in 1836, the same town from which emanated the illustrious Scranton family. Like them, too, who have been noticed in prior pages, he was educated at Lee's Academy, and afterwards attended the Yale Law School. Following this he studied eighteen months in the office of Ralph D. Smith, esq., and was admitted to the bar in the county of New Haven, in 1856. Admitted in Luzerne County, at Wilkes-Barre, November 13th, 1857. He has been Register in Bankruptcy since 1857. He served in the army eighteen months as captain of colored troops, 127th Reg't. U. S. Inf'try. He also served on the staff of General Richard E. Jackson as Judge Advocate, until he was mustered out of the service after Lee's surrender.

Alfred Hand, esq., was born at Honesdale, Pa., 1835. Read law with Hon. Wm. Jessup, of Montrose, Pa. Admitted to the bar in 1859. Has resided in Scranton since 1860. Is a graduate from Yale College, class of 1857, and now President of the Third National Bank of Scranton.

F. L. Hitchcock, esq., has entered merchandising, and is conducting one of the largest importing crockery and china establishments in the country.

W. Gibson Jones, esq., is a son of Hon. Lewis Jones, whose biography has been given above.

A. H. Winton, esq., is the son of W. W. Winton, whose life has been noticed at large in this work. He has built a large clientage and lucrative, and carries the reputation of being a shrewd lawyer.

Isaac G. Post, esq., was born at Montrose, in 1837. Graduated from Yale College, class 1860, and thereafter commenced the study of the law with Hon. Wm. Jessup, of Montrose, and was admitted to the bar in 1862. He has resided in Scranton since 1866. Mr. Post is a lawyer of marked professional features; thorough, liberal and self-possessed in weighty matters, he takes front rank in the profession. Confining himself strictly to study, and avoiding outside speculation, he is what might be denominated a thorough-bred law-lawyer.

F. E. Loomis, esq., comes from Susquehanna County, and has figured largely as a real estate agent. In this branch of business, happening here when the city was being pushed with a feverish impulse, he amassed some property. He excels as a writer for the journals of the day, and has produced one fine novel, founded on the history of Louis Kossuth, which was flatteringly received by the readers of both western and eastern provincial journals, which carried it as a serial.

Aaron A. Chase, esq., hails from Benton township, and derived his start in the professional world as a claim agent, collecting bounties and pensions for the soldiers of the late war. He is at present editor-in-chief of the *Daily Times*.

Ira H. Burns, esq., is a Susquehanna County lawyer, and having received a common school education, and acted the pedagogue, is quite familiar with the English language. As a political writer he possesses clear ideas of party lines, and can wield a caustic pen in this branch of modern accomplishments.

James Mahon, esq., is of Irish descent, and was born in Carbondale. Studied law with D. Rankin, esq., formerly of Providence. He was the first District Attorney of the Mayor's Court of Scranton.

Corydon H. Wells, esq., a lawyer on the Hyde Park side of the river, has, by a modest and honorable practice, accumulated considerable property; is esteemed by the community, and bears the flattering title bestowed by his neighbors of being an honest, upright man.

GEORGE SANDERSON, SR, is noticed elsewhere in a more comprehensive sketch.

At December Term, 1866, the following members of the Bar were sworn in as Attorneys of the Court: Messrs Collins, Du Pont Breck, and D. Hannah.

FRANCIS D. COLLINS, esq., was born in Saugerties, Ulster County, N. Y., in 1844. Removed to Scranton when quite young, whence he was sent to St. Joseph's College, Susquehanna County, and Wyoming Seminary, Kingston, Pa., to be educated. In 1869 was elected on the Democratic ticket, District Attorney of the Mayor's Court. Was nominated and elected State Senator for the Thirteenth Senatorial District, and served with credit to himself and constituents Was elected to Congress, to represent the Eleventh District, in 1874, receiving 7,190 majority, a district composed of the counties of Monroe, Columbia, Pike, Montrose, Carbon, and part of Luzerne. Mr. Collins is a young man of great energy, keen perceptions, and vigorous understanding. Few men of his age, in the nation's history, have been so successful in public life.

CHARLES DU PONT BRECK, esq., was born on the Brandywine, near Wilmington, Del., May 18th, 1840. He was graduated from Union College, in the class '59, and thereafter entered the law office of Victor Du Pont, in Wilmington. Before completing his studies he removed to Scranton, where he continued his studies in the office of Sanderson & Willard, since which time he has been actively engaged in the practice of his profession. Mr. Breck, while a polished scholar, exhibits the deportment of a true gentleman, and lives on a plane far above the petty tricks of too many of the profession.

DANIEL HANNAH, esq., is from Susquehanna County, where he was born and educated. Following teaching, intermitting with his studies, he commenced the study of the law. For a time he was in the office of the late Hon. Daniel S. Dickinson, at Binghamton.

February Term, 1867. The only resident Attorney sworn in at this session, was Charles H. Welles, esq.

CHARLES H. WELLES, esq., was born in Dundaff, Susquehanna County, and studied law with Sherred & Hand and Hand & Post. He was elected Clerk of the Mayor's Court by the Republican party, and served one term.

December Term, 1867. Admitted this session, were Messrs. Campbell, Fuller, and Merrifield.

JAMES H. CAMPBELL, esq., came to Scranton from Danville, Montour County, and since his location in this city has managed to accumulate considerable property.

FREDERICK FULLER, esq., is a son of Hon. George Fuller, one of the old and respected citizens of this city. He was born at Montrose, Susquehanna County, and received an Academical education there. He came to Scranton in 1858. He first studied law in the office of Hon. F. B. Streeter, since elected Judge, then entered the office of Messrs. Sanderson & Willard, and during the last six months of study remained in the office of Earl Wheeler, esq., of Honesdale, Pa. He enlisted during the war, in the 52d Pa. Vols., for three years, and was commissioned as lieutenant. Served his full time in the army of the Potomac. Returning home he pursued his profession, when he was elected Alderman of the Eigth Ward in October, 1871. Mr. Fuller is regarded by all who know him, as a young man of fixed principles, with clear convictions of right, and a steadfast practitioner in daily life of what he professes.

EDWARD MERRIFIELD, esq., is a son of Hon. William Merrifield, who is noticed at some length in previous pages. He was raised in Scranton, and has always been identified with the best interests of the city.

February Term, 1868.

MILO J. WILSON, esq., was admitted at this term of court. He was born in Wyoming County, this State, January 31st, 1838. After receiving the usual county school advantages, and a course at the Waverly Academy, he repaired to the New York Central College, Cortland County, N. Y. Commenced reading law in 1858 with R. B. Little, esq., at Montrose. Entered the Union army in 1862 as a private in the 94th Ohio Infantry, and served in the Department of the Cumberland his full term. After leaving the service he traveled west and engaged one year in the grain business. Returning east he located at Scranton. As a citizen and lawyer, Mr. Wilson is a commendable representative of the profession. During the spring of 1875, the Republican party chose him as a candidate for Mayor on a purely upright record. The city being so largely Democratic, he was defeated only by about 500 votes.

May Term, 1868. Admitted Messrs Ranck, Butler, Unger, and Bunnell.

J. M. C. RANCK, esq., was born in Union County, Pa., in 1831. He was educated at Milton Academy, Northumberland County, and at Lewisburg University. He came to Scranton, April 1st, 1868, after having practiced at Philadelphia, and New Berlin, Union County. He has been very successful in amassing property. He may be called the pioneer in the Building Associations of Luzerne County.

MESSRS. BUTLER AND UNGER, after being admitted, remained but a few months in the city.

L. M. BUNNELL, esq., came from Susquehanna County, where he had studied law at Montrose. He served in the Union Army, principally south of the James, in the Infantry arm of the service.

September Term, 1868. Admitted, Messrs. Stanton, Gunster, and Van Fleet.

WILLIAM H. STANTON, esq, originally from Archbald in this county, was educated at St. Joseph's College, Susquehanna County, Pa. He commenced practice in Scranton, and was the second editor of the *Daily Times*. Was elected District Attorney in the spring of 1872, and in the fall of 1874 was elected to the State Senate by the Democratic party.

FREDERICK W. GUNSTER, esq., was born in Lockweiler, Prussia, September 15th, 1845. Came to America with his parents and brothers in 1853. Was educated in the Scranton Schools, and for a time taught the Ward Street School, and the Grammar School. In 1864 he entered Sophomore Class at Williams College, and graduated in 1867 with a class of fifty with honors, the Faculty having assigned to him the Philosophical Oration. Returning home he entered the law office of Ward & Mahon. He served the city in the capacity of Assistant Clerk of the Commissioners and City Attorney, and in the fall of 1874 was elected to the Legislature. His deportment there is on record, and known to the public at large.

CHARLES G. VAN FLEET, esq., was born June 3d, 1847, in Benton Township. Was educated at Wyoming Seminary, Kingston, and at the Clinton Liberal Institute, N. Y. He commenced reading law with Merriman & Lambert, of Wilkes-Barre, in 1866. Came to Scranton in 1867, and read with E. N. Willard, esq. Mr. Van Fleet is a young man of fine literary

taste, well read in the higher planes of thought and sentiment of the day, and making no professions of his attainments, enjoys them for the intrinsic satisfaction which he desires.

COLONEL CLARK E. ROYCE was born at Lebanon Springs, Columbia County, N. Y., in 1840. He graduated at Williams College, class of '59. Commenced the study of law at Columbia College, New York, and was admitted to the bar in 1861. He then entered the army in August, 1861, with the 44th N. Y. Inf'try., and in November, 1865, was mustered out as Colonel of the 29th U. S. Colored Troops. In 1869 he came to Scranton, and for a while was associated in partnership with E. N. Willard, esq Colonel Royce is a lawyer of superior ability, and a gentleman of fine sensibilities and culture.

February Term, 1869. Admitted Cornelius Smith, esq.

CORNELIUS SMITH, esq., was born October 25th, 1838, in the city of Albany, N. Y. In 1850 he came to Pennsylvania, and was educated at New Berlin Academy, Union County. He studied law in Sunbury, Pa., with George Hill, esq., and was admitted to the bar there in December, 1863. He located in Pottsville, April, 1864, where he practiced law until December, 1868, when he took up his residence in Scranton. He served as City Attorney for one year, and has been retained in nearly all the leading contested cases in this section, since his advent. He assisted in the defense of the murder case of Irving and O'Mara at Montrose, and was Attorney for the defense in the so-called Rioter's case, which grew out of difficulties in the strike of 1870. As an original thinker, and a close calculating lawyer, Mr. Smith has few equals at the bar, and had the years of hard toil of his youth been given to study, the superstructure of the legal profession, based on a thorough course, would have fitted him for a giant in his profession. He is the closest student at his books of any of the Scranton bar.

April Term, 1869. Admitted, Wesley H. Gearhart, esq.

WESLEY H. GEARHART, esq., was educated at Lewisburg University, and studied law before he came to Scranton. His success is greatest in the accumulation of money.

May Term, 1869. Admitted, Messrs Hartley, Jones (M. L.), and Snyder.

CYRUS W. HARTLEY, esq., deceased, came from Susquehanna County, in the vicinity of Glenwood. He had served in the Patent Office at Washington, D. C., after which he located in Scranton. It may be safely stated, that no young lawyer in the coal region led a life founded on principle so strongly marked as was that of the lamented Hartley. Strict in drawing the lines between right and wrong; uncompromising in every detail of his profession which affected his manhood; of good legal attainments, and promising largely for the future field of usefulness, he was a rare and exemplary young man.

MEREDITH L. JONES, esq., is a son of the Hon. Lewis Jones, first Recorder of the Mayor's Court of Scranton.

J. B. SNYDER, esq., came to Scranton from Carbondale, and with his practice has figured somewhat in real estate transactions.

September Term, 1869. Admitted, Messrs. Hannah (H. M.), and Sturges.

HUGH M. HANNAH, esq., came from Susquehanna County, and is at present City Attorney. He followed teaching school to some extent, before he entered the profession.

EDWARD B. STURGES, esq., was born in Fairfield, Conn., in 1845. He attended the New York College for four years, and served for a time in the Union army. Studied law in Connecticut, and was admitted to the bar in that State, in 1867. He came to Scranton 1869, and has followed the profession with a compelling dignity, which even his foes admire. While many differ with him in points of policy and religious belief, none ever accused him of doing a dishonorable professional act. His aims and purposes are based upon settled convictions of christian duty.

December Term, 1869. L D Vickery, esq., was sworn in.

L. D. VICKERY, esq., had practiced in New York and Missouri, but since his establishment here his time has been given to his duties as Secretary of a local Insurance Company.

May Term, 1870. Daniel Ward Connolly, esq, admitted.

DANIEL WARD CONNOLLY, esq., was born in Cochecton, Sullivan County, N. Y., April 24th, 1847. His father, the late John Connolly, well known in different parts of the eastern and middle States as a railroad contractor, moved to Scranton when Daniel was between two and three years of age. Mr. Connolly has, by growing up with the city, become part and parcel of its history, more especially, as in all of the improvements with which his father was connected, the son shared in the performance of the duties required as paymaster and clerk. He is thoroughly a self-made man, and though young in years, possesses a remarkable understanding of men and character, a coveted ally in his professional duty. He studied law with A. A. Chase, esq., and at the present time, though young in appearance, is rising rapidly to the front rank of the profession. In 1872 he was placed in the political field as an independent candidate for District Attorney, and having two candidates opposed to him he was counted out. Those familiar with the history of that campaign, are convinced that he was duly elected.

February Term, 1871. Albert Chamberlain, esq., was sworn in.

ALBERT CHAMBERLAIN, esq., had been for years a member of the Montrose Bar. He has figured considerably in the Republican party, and has in return been favored with official recognition, by holding office under the Internal Revenue policy.

May Term, 1871. Messrs. Wilmarth and Weitzel were sworn in.

W. S. WILMARTH, esq., came from Susquehanna County, where he had followed farming for a livelihood. He has, by an honorable course, earned the appreciation of his brethren in the profession.

PAUL R. WEITZEL, esq., was born at Sunbury, Northumberland County, and was educated at the Select School of Sunbury, and at Dickinson Seminary. He entered the Law School of Easton, and graduated in 1856. He commenced practice in Carbon County, May, 1856, and has followed his profession in Williamsport. Mr. Weitzel has worked up a lucrative and promising practice.

September Term, 1871. Messrs. Edwards, Lusk and Hottenstein were sworn in.

HENRY M. EDWARDS, esq., was born in Monmouthshire, England, February 12, 1844, of Welsh parentage. He was educated at Swansea, South Wales, and emigrated to America in 1864. Was managing editor of the *Baner America*, a Welsh newspaper, for three years, and afterwards studied law with F. W. Gunster, esq. His practice among the Welsh people has grown into a profitable professional life.

W. D. Lusk, esq., came from Susquehanna, and remained in Scranton about one year.

A. S. Hottenstein, esq., came from Berks county, where he had followed farming, and served as Justice of the Peace. He is from a Pennsylvania Dutch family.

December Term, 1871. George S Horn, esq., was duly admitted.

George S. Horn, esq., was born in Scrantonia, the early village in the wilderness, which was afterwards developed into Scranton, and is the only member of the bar who is a native of the soil, excepting John F. Connolly, esq. He read law with Ward & Gunster.

February Term, 1872. D. M. Rank, esq., was sworn in.

D. M. Rank, esq., moved from a country further south. He saw service as a Captain of Cavalry in the southwest, and has recently been appointed District Attorney to fill vacancy.

February Term, 1873. Messrs. Price and Sanderson, Jr., were sworn in.

Samuel B. Price, esq., was born in New Jersey, and was educated at Princeton College in that state, but before graduating he transferred himself to the University of Michigan, whence he graduated. He was admitted to the bar of the latter state, and coming to Scranton in 1872, entered the office of Col. Royce. He is a young man of clear understanding and intellectual power, and bids fair to do honor to his profession

George Sanderson, Jr., esq., was born at Towanda, and is a graduate of Harvard University. He read law with Samuel Rohb, esq., son-in-law of ex-Chief Justice Thompson, in Philadelphia, for two years, and for another two he passed in Harvard Law School. Upon his return he practiced two years in Philadelphia, when he came to Scranton, at the request of his father, Hon. George Sanderson.

May Term, 1873. Frank V. Barnes, esq., was admitted.

Frank V. Barnes, esq. His income being sufficient for any man, for comfort and ease, professional labors do not rest heavily upon him.

September Term, 1873. R. W. Archbald, esq., was admitted.

R. W. Archbald, esq., is a son of Hon. James Archbald, whose biography is given at length in other pages.

February Term, 1874. Peter Mahon, esq., a brother to James Mahon, esq., before noticed, was admitted. He has removed from Scranton to other parts.

May Term, 1874. Messrs. Connolly, (J. F.) and Simrell were admitted.

John Francis Connolly, esq., was born in Scranton, April 27, 1853. He was educated in our schools, after which he attended the Columbia Law School, of New York, graduating on the 14th of May, 1873, with the degree of L. L. B. He opened an office at once in his native city, and thus far has exhibited powers of no ordinary nature. He is a young man, self-reliant and industrious, displaying graces which when fully developed, will place him among the peers of the profession. Mr. Connolly's friends look forward to his future with pleasant and confident expectations.

Eugene W. Simrell, esq., was born in Scott township, this county, and was educated at the Mansfeld Normal School of Tioga. He attended the law school at Albany, after which he moved to this city, entering the office of J. M. C. Ranck, esq.

February Term, 1875. Messrs. H. B. Knapp and Chas. R. Pitcher were admitted.

The former was a student in Judge Handley's office, the latter of the office of Messrs. Gunster & Welles, both young men of industry and merit.

J. A. Clark, the author of this work, is a member of the Scranton Bar, but thus far has devoted his time to journalism. His biography, if ever written, must be by the pen of another.

CHAPTER XXXIX.

CITIES AND TOWNS.

CARBONDALE.

Much that pertains to the early history of this, the earliest city of the northern coal basin, has been given in the extended chapter on the Delaware and Hudson Canal Company. Its early settlement, and that of the infant corporation, is matched history. As a city, it was incorporated in 1851. Its anna's do not differ materially from the incidents which are inseparably connected with coal towns, and among the few peculiar events may be mentioned the great mine disaster, which has already been treated in detail; the flour riot of 1842, wherein the peaceful little corporation was thrown into excitement by the flour famine, occasioned by an endeavor of a few to "corner" that commodity; the breaking of the Durfee dam, which occasioned the loss of seven lives; the quieting of land titles; the great fires of 1850 and 1855, when the three corners of the public square suffered severely; and such other events as mining districts occasion, because of the conglomeration of inhabitants.

Its list of Mayors is upon record as follows: James Archbald, 1851; Edward Jifkins, 1855; Gideon Frothingham, 1856; John M. Poor, 1857; Canfield Harrison, 1861; Anthony Grady, 1862; Wm. Brenan, 1865; J. M. Poor, 1866; Thomas Voyle, 1867; Joseph B. Van Bergen, 1869; Thomas Voyle, 1873; William C. Morrison, 1874.

Recorders of the Mayor's Court: D. W. Lathrope, 1870; Alfred Dart, 1872; I. D. Richards, 1873; Alfred Dart, 1874, and again reelected.

Postmasters: James W. Goff, William Eggleston, H. S. Pierce, Jesse Williams, Calvin Benjamin, C. T. Pierson, Martin Curtis, F. M. Crane, H. P. Ensign, Joseph Gillespie, Anthony Grady, D. N. N. Lathrope, W. R. Baker, Daniel Pendegrast, P. S. Jocelyn.

Next to Wilkes Barre, its newspapers are the oldest in this section of country. In 1828 the Dundaff *Republican* was issued by Sloan Hamilton, who sold it in 1831 to Earl Wheeler, and he to Amzi Wilson in 1832, who moved the entire office to Carbondale, changing its name to the *Northern Pennsylvanian*. He conducted it until 1837, when he sold it to William Bolton, who left for the Pacific coast during the gold fever, and died on his return.

Hon. S. S. Benedict, who came to Carbondale when young as a school teacher, afterwards engaged at publishing, and edited the Carbondale *Democrat* in 1845, which he afterwards enlarged, calling it the *Lackawanna Citizen and Democrat*. The fire of 1850 consumed the office, but it was re-established and part of the title dropped. This was sold in 1852, when he bought the Luzerne *Union* at Wilkes-Barre and moved thither. John J. Allen came from Honesdale and rebuilt the Carbondale *Democrat*, and this title seemed to carry with it an ill-omen, for we find Messrs. Thomas Alleger and J. B. Adams again speaking to the world from a Carbondale *Democrat*. A Mr. George Reynolds, in the interim, had started a journal called the *Transcript*, and from this sprang the *Advance*, so long and successfully edited by Hon. S. S. Ben-

edict, now by his son, Mr. E. A. Benedict. The former has for years been considered as one of the most influential citizens, having served the people in the State Legislature, as well as holding the office of Justice of the Peace.

Upon the authority of Stephen Rogers, esq, one of the oldest citizens, the name of Carbondale was first announced when a wagon load of axes, picks and shovels came from Philadelphia, making its way through Canaan, Wayne County, marked "Carbondale." Its population in 1850 was 4,945; in 1860, 5,575; in 1870, 6,393. These figures are from the Census Reports, but it is apparent to any observer that there must be an error, or that the same principles which govern other towns do not apply there. Assuming that it takes as many hands to mine coal now as it did in 1845, which is really the case, then upon comparison, while the D. & H. Co. were putting out at the latter date but 273,000 tons, and during the war, the coal production was run up to 70,000 or 80,000 tons annually, which has been maintained since, the ratio of growth must have been equal in proportion. Add to this the large influx caused by the machine and car shop and the Van Bergen Foundry, and the population swells largely; then take into consideration the flow of other industries and branches of business, and it hardly seems possible that Carbondale has a population so meagre. Again, if the number of taxables in the city of as long as 1870–1–2 are counted and multiplied by five, which, in the coal regions, is a small estimate on families, then the numbers swell to about the amount that we endeavored to demonstrate by the coal production

The first dwelling in the place was built by Maurice Wurts, esq, in 1824, and for some years was used as a boarding house, and called the "Log Tavern." In the year 1828 a Catholic Church was built, also a Union Church, occupied by Protestants, and used as a school house. The first frame building of the place was the store which Wm. H. Richmond, esq, commenced business in when he came to Carbondale in 1845. It was built by Salmon Lathrope, father of the late Judge Lathrope. The second story of this building was used for gatherings, and during the political times of 1840–44 it was used by the Whigs. It was consumed in the great fire of September 15, 1855, having escaped the one just five years before, when nearly all the three corners were laid with ashes. On the ground where it stood, Mr. Richmond erected a three story frame business house, then considered the best store-room in this section of the State, since rented to Pascoe & Parry.

Up to 1858, all the coal taken out at Carbondale was upon platform cars, three boxes on each, holding respectively five hundred pounds, which were dumped by hand-power, two men doing the work. The coal was then transported to Honesdale, where it was run over grate bars, which was the only means of assorting it. The first breaker erected to break the coal for market was the one above the city, on the mountain, commencing work about 1858–9.

The oldest families who located there, prior to 1830, were Dr. T. Sweet, D. W. Lathrope, John M Poor, S. E. Raynor, Samuel Mills, R. E. Marvin, Henry Johnson, Stephen Rodgers, and D. Yarrington. Since then several gentlemen have made their names historic in the upbuilding of the place. One of the cotemporaries of Mr. James Archbald, was Mr. James Clarkson, who has ever been regarded as one of the civil pillars of the town. J. H. McAlpine is another name familiar to the citizens; here, too, at the present day, is the father of Thomas Dickson, the President of the D. & H. C. Co Van Bergen is a popular name in its local history, being at the head of the vast Foundry there; the firms of Gillespie & White, afterwards Gillespie & Pierce, were old landmarks; Rev. Mr. Bailey, a Baptist minister, lives in its church history; Rev. Oliver Crane, the Turkish Missionary, is another; Hon. Gideon W. Palmer figures in political history; among the merchants of other days, were Jesse Williams, Michael B. White and others, too numerous to mention.

The real life of the city is coal, the only other large industries being the car shops and Van Bergen & Co.'s Foundry. The day prophesied by Judge Conyngham will certainly dawn in the lives of those now living, when there will be a vast continuous city from Carbondale on the

north to Nanticoke Dam on the south, and as Carbondale loses its individual identity, the historian may gather up the thread dropped here and resume.

PITTSTON.

This town, a truly representative one of the coal regions, was named in honor of the great English Statesman, William Pitt. In the early records it was called Pittstown, and the fortifications which were erected to repel the border assaults, were termed the Pittstown Stockades. In 1807 Zebulon Marcy built the first house—a rude log cabin. Its population has steadily increased until the present time, the census exhibiting a population in 1870 of 6,760.

Nearly all the important events which have become classic in the history of Wyoming Valley had an origin in Pittston, for topographically it is the first point and head of the valley, following down the Susquehanna or the Lackawanna Rivers. It is situated at the confluence of these two rivers, and its scenery is striking and picturesque. By a reference to the early chapters, the tourist will find much in and around Pittston to gratify historical research. Two of our views are taken from the vicinity of this town—Campbell's Ledge and Buttermilk Falls. An artist could linger in ecstacy around its limits, and find ample reward in its varied features.

Pittston Borough was incorporated in 1853, and its boundaries enlarged the following year. Prior to 1838 it contained only eight or ten dwellings. During the latter year coal operations were begun by Messrs. Butler & Mallery, and since it has taken the lead of all the towns of the valley as a purely coal emporium. Through it passes the Lackawanna and Bloomsburg Railroad, the Lehigh Valley Railroad, and the Lehigh and Susquehanna Division of the Central Railroad of New Jersey, and to this there may be added the starting point of the Pennsylvania Coal Company's road to Hawley, which is becoming so popular to tourists for its rare and wild beauties of landscape scenery. The North Branch Canal passes through the place, but is not used at present.

At present two able papers are published—the *Gazette*, edited by G. M. Richart, esq., and the *Comet* by Mr. J. W. Freeman. The tone of these journals is strongly marked by a pride in local institutions, and much of the credit of Pittston's healthy and steady growth may be attributed to the strict fidelity with which the town is championed by these editors. The town has recently had added to its industries a Knitting Factory of some magnitude, a large Stove Manufacturing establishment, while its tendency for years has been to draw so its limits manufacturing industries of a substantial and enduring nature.

The leading citizens are peculiarly jealous of the reputation of the town, and use every effort to advance its interests.

Its history has been marked here and there with a few incidents which have called the attention of the reading public to the place. The Eagle Shaft disaster is still fresh in the memories of the people, wherein several miners lost their lives by the burning of the coal breaker above, while the men were at work far in the bowels of the earth underneath.

An item of history may be mentioned here, which to the 200,000 souls in and about this coal basin may seem incredible in this age of improvement, viz: the man is yet living who, at Pittston, manufactured and sold nearly all the plows used in the first agriculture of the valley, and these plows *were made of wood!* His name is James Van Fleet, now residing in Fleetville, and the grandfather of Charles G. Van Fleet, esq., a rising young lawyer of Scranton. He was 89 years of age on February 9th, 1875, and still retains vigor of health. He came to Pittston when but six months old, brought by his mother on horseback from his native place, Minnesink, Orange County, N. Y. His adventures in hunting when a young man are still entrancing to his neighbors, and he recalls vividly all of the important events in the rise, progress and development of the Wyoming and Lackawanna Valleys. Marrying quite young to Christiana Gardner he bought a plow to begin

farming life, which did not suit him; he therefore took it to pieces and modeled it to his own ideal. After that the orders came from all quarters of this region, and he made plow-shares of gnarled knots of trees for a score of years or more.

WYOMING.

This lovely little village is situated on the Lackawanna and Bloomsburg Railroad, twelve miles from Scranton, three from Pittston, and six from Wilkes-Barre, and enjoys the historic celebrity of having the battle field of Wyoming on one side, and the monument, erected in honor of the patriot dead, on the other side, within its limits. It contains about one hundred and ninety to two hundred dwellings.

A splendid Terra Cotta work has recently been added to the industries of the town by Nathan Van Horn, which is turning out some of the finest ware of the kind manufactured in the country. A Joint Stock Company have recently put up a building, 40x150 feet, and are filling it with machinery for the manufacture of shovels of a superior kind.

The village is at present largely moved by a spirit of enterprise, and will soon take a foremost rank among the towns of the valley. The Luzerne Agricultural Society has held its Fairs in this place for the past sixteen years, and its success has been largely owing to the efforts of her people, in taking charge of its exhibitions, and furnishing materials for display. It has for many years distanced all competition in its displays of fruit and garden vegetables. Its strawberry crop has attracted the attention of epicures in that favorite fruit. The Wyoming Horticultural Society has done much towards effecting these favorable results. The population of the village is about one thousand. No place in the valley has produced and turned out more public men who have been an honor to themselves and the place they represent than Wyoming. The list would be too large to give in our limited space, or we should be tempted to give it.

WILKES-BARRE.

The oldest and most historical point of the Wyoming Valley, is the present city of Wilkes-Barre. The name is derived from the union of the names of John Wilkes and Colonel Barre, distinguished advocates for liberty and the rights of the colonies. Everything pertaining to the prominent points of its early history, may be found in the early chapters, as Wilkes Barre was *the* hub of this region. Its population in 1850 was 2,723; in 1860, 4,253; in 1870, 17,264. Its growth since the last census has been rapid, and exceedingly healthful in the nature of the elements, which have added to its population. Many competent judges estimate the number of inhabitants at present from 25,000 to 30,000. The tendency to manufacturing industries is the most cheering of any part of the Wyoming Coal Fields. In its aggregate of individual wealth, it exceeds any city or town in Northern Pennsylvania, though in its capacity for vast enterprises and future development it may be considered an open question as to whether Scranton or Wilkes-Barre is the leading center. The strongest and, for this date, the most plausible theory is that Scranton will be the Metropolis of the North. If manufacturing industries could have inducements sufficient to warrant them locating at Scranton, there would be no doubts to be expressed on the question; as it is, the current is strong and rapid in the other direction. It is a painful duty on our part as a recorder of events, residing in a city which has held sway for time past to acknowledge these facts, but the duty of a historian compels him to act candidly in the premises. It does not require a keen observation to trace this lamentable state of affairs to direct sources.

Wilkes-Barre Borough was incorporated in 1806. In 1772 Colonel John Durkee laid the town out in eight squares, comprising two hundred acres, with a diamond in the centre, upon which stands at present the Court House. The squares were subsequently divided into sixteen parallelograms, by the formation of Franklin and Washington streets.

The leading families are nearly all direct descendants of the pioneers of Wyoming Valley, and are cultured to an enviable degree. Space will not allow all family details, but a few of the familiar names may be cited as exhibiting the social status of the city. Here is the Ross family, historical as descended from Gen. Wm. Ross; the Hollenbacks, tracing with pride to the old Colonel, of whom every household in Northern Pennsylvania has heard; the Butlers, from General Lord Butler; the Dorrance family, from Colonel Benjamin Dorrance; the Pettebones, from Noah Pettebone, an old hero in the early struggles; the Myers family; Shoemaker family; the Denisons, from Colonel Nathan Denison; the Sweetlands, M'Kerachans, and Careys; the Ransom and Jenkins families; Inmans, Ives and Abbotts; Blackmans and Starks; the Harding and Dana descendants, now prominent in local history; Beach, Jameson, Perkins, Searle and Gore; Young, Durkee, Sill, Fitch, Atherton, Harvey, Pierce, Gere, Gaylord, Miner, and a long line of others too numerous to mention.

The law business of Wilkes-Barre is immense in its variety and magnitude. More business is transacted in the Courts of Wilkes-Barre each year than in the whole State of Rhode Island, with all their Courts combined. The town has always been noted for the proficiency of its Bar and legal learning. Some of the brightest legal lights of Pennsylvania history have sprung from Wilkes-Barre. Here Hon. Timothy Pickering held a county office. Hon. Garrick Mallery is one of her men. The biographies of some of her eminent representative men may be found in other pages. Her legislators have always been chosen from the ranks of able men. Ketcham, Shoemaker, Denison and others have figured in national history.

To make a proper exhibit of the historical past would require a volume in itself, which at some future day the author intends to give to the public.

THE CITY OF SCRANTON.

In the chapter on the Lackawanna Iron and Coal Company, much that pertains to the rise and progress of this, the third city of the State, was given in chronological order. A few facts, bearing generally upon minor details, will be considered as matters of history, inasmuch as old landmarks which once attested events have now totally disappeared.

After the pioneers of the iron and coal industry had planted themselves in Slocum Hollow, there arose near the works a rude row of houses on either side of a street stretching from near the Adams Avenue M. E. Church at present, to the entrance of the tunnel below the railroad track, which was designated by the early settlers "Petticoat Alley." One of the buildings now standing near the Company Store on Lackawanna Avenue, will indicate the first principles of Scranton architecture. It is said that the name was devised from the appearance of the women, who, living in close proximity to each other, were often seen in a flock engaged at household duties in the open air, all having a striking and uniform resemblance, in that they wore home-made petticoats, and only a thin cotton garment from the waist to the neck. Many of our present citizens were born in that historical row, and a chapter of more length than can be afforded here, would adduce facts of an interesting nature were they set forth upon record.

The first brick building of any importance in the city, was the boldest attempt of the valley—the erection of the Wyoming House. The spirit of the Iron and Coal Company exhibited its daring and its faith in the future of the young city, when in 1850 it planted in the forest the largest hotel outside of the great cities of that day. During the same year Messrs. Grant, Champin and Chase erected a brick structure on the corner opposite, now used as a wholesale clothing store by Messrs. Cramer & Goldsmith. About the same time the corner below, now known as the Coyne House, was finished by Mr. Lewis. The next building in the block was the

one which to-day is the lowest in the row, occupied by Jonas Lauer as a clothing store. Before these had been built Dr. Throop had erected a small house in the pines, on the location recently occupied by Kent's market. Where Doud's hardware store now stands, there commenced a row of one-story frame houses, extending up nearly to the residence of Colonel George W. Scranton, now occupied by his son-in-law, Mr. G. A. Fuller.

Amsden's corner was put up one year after the Wyoming House was built. The Presbyterian Church was finished about the same time. The freight depot stood down in the yard, in rear of where Hunt's hardware store now stands, and the passenger house a trifle northwest, about in the rear of the present Hitchcock & Coursen's crockery establishment. The first drug store was built by Dr. Throop, on the ground now occupied by the tobacco house of Messrs. Clark & Snover. The year following the erection of the Wyoming House, the people were astonished at the daring of Mr. Simon Jones, in penetrating the forest and erecting the first house on Penn Avenue, corner of Spruce street. On Sundays the neighbors went in a body to see the far-off residence, buried in a thick foliage. Mr. Dotterer, of the D. L & W., was the pioneer of Mifflin Avenue, and the assistance of the community was called to "light fire" in the woods to save his house.

The road then run to Providence by way of the Presbyterian Church, diagonally to the present Forest House stables, across the lower outlet of the swamp, and the early settlers declare that for a chorus of frogs this locality could eclipse the world in vocal vigor and weird sublimity. Penn Avenue was cut from the forest after Lackawanna. The stumps were visible in the middle of the street for years, and on the unbuilt sites they still stand, defiant monitors of the past. The developing of the hill known as Sanderson's, is detailed in the biographical sketch of that public spirited citizen.

The mapping of the city has already been noticed, but it is singular, and to be deplored, that the Iron and Coal Company establishing a city, the bone and sinew of which should ultimately be hard working men, should neglect so important a feature at the start, as the formation of a park or public ground where the toiling masses could occasionally catch a glimpse of nature's verdure in this black and uninviting region. They had land enough at their disposal; the swamp locality was the least promising part of the whole valley, and seems likely to remain so at the present exorbitant and almost extortionate rates demanded for it; the inducements to the erection of more tasty residences surrounding the public enclosure would have been enhanced, and they would have earned a lasting gratitude for all time to come. While this subject is in point, it may be well to notice that near the city can be found a spot, which has invited the attention of the thinking men of this region, and bids fair, some future day, to become a popular resort. Thus far, the spirit of speculation only has ruled the city. Instead of parks which the city needs to give recreation to the toiling masses, we have swamp lots at $1,000 each, where a foundation cannot be had for the same amount of money, suitable for substantial buildings. Green Ridge offers to the pedestrian the real salubrious country air, but already that quarter is fast being seized upon for suburban villas and cottages. The attention of our people is tending to the outside limits and nearest attractive spots. There can be no doubt but that within a few years Scranton will have its resorts for amusement, within a few minutes drive from her main thoroughfares. No better place can be found in Northern Pennsylvania than the primeval forest around Moosic Lake. The following sketch, by the pen of another, describes it:

Six miles from Scranton in a bee-line, and ten by carriage way, on the apex of the Moosic mountain, which draws its rocky chain between the waters of the Delaware and the Lackawanna, with only here and there a link broken by a stream two hundred feet above tide-water, lies the prettiest sheet of water found in Pennsylvania, known among the pioneers as Cobb's Mountain Pond, now christened as Moosic Lake. Few know of its beauties, because they are not familiar to the routine tourist. It lies in a wild, out-of-the-way place, on the *top* of the mountain instead of at its base. Its beauty is thus rendered more sparkling and inspiring. Unlike most of the inland lakes that gather their waters from highland rills and glens, this lake has no inlet, but is fed by an interminable line of springs, which can be seen in a hundred places through the water boiling with snow-white sand, and

breathing pure oxygen from the depths below. The entire lake embraces some two hundred and fifty acres, and it seems to be one immense spring folded upon these wooded heights, either to give them a picturesque expression, or to be better able to swiftly irrigate the low-lands it animates. The forest is upon every side, and the foliage of the pine and the oak unite their lyrical strains, and form the daily chorus of the lake. No axe, or plow, or clearing, or cabin, has cowered away the robin's nest from the forest that not only touches the shore, but stretches its green and mellow drapery away as far as the eye can discern. The lake is constricted near the middle, forming a shape resembling the figure eight, with that portion near the outlet a trifle larger in its dimensions. Upon one side of the pond the waters are so shallow that the tourist can wade hundreds of feet toward its center, over white sand, without even wetting the knee, while the northern side sends its bank down almost perpendicular for a great distance. In the centre of this waveless sheet there exists a perceptible movement of the water or mimic maelstrom, able to swing around a log-canoe. The outlet is concealed by a curtain of foliage and rank water-grasses, and the water retires from the lake as modestly as the timid and half-reluctant maid bids adieu to her own homestead. It is more than possible that upon the border of the lake, where nothing can be seen at present but water, sand, forest and sky, and perchance a doe snuffing for a foe, and nothing can be heard but the flutter of the white water lilies anchored near the shore, a hotel or a mountain air-palace may spring up ere long to greet the tourists who are turning their attention Scrantonward to find that diversity of scenery, and purity of air, especially vouchsafed to this pre-eminently sanative and salubrious region. Hon. George Sanderson, who visited and examined this lake a few years ago with a party of gentlemen, estimated that a good hotel could be erected here for $5,000, and that $2,000 more would build a fine road from it to the turnpike at Cobb's, in Jefferson, a distance of one and a half miles, from whence a wagon road runs through Cobb's Gap to Scranton.

The outlet of this lake furnishes the head-waters of the Wallenpaupack, and it is down this weaving stream, some thirty miles on the line of the Pennsylvania Coal Road at Hawley, that the famed Paupack Falls are seen. Moosic Lake is really the father of these Falls. During a drouth other tributaries fail, while the lake sends down a uniform volume of water the year around. Some forty years ago the outlet of the lake was lowered two feet to get a supply of water for the mill-ponds, ten miles down the stream. This left a margin of white gravel and sand around it, which would, by the removal of a few loose stones, make a most romantic drive. Pickerel of a vast length inhabit it, but they can only be secured by the skilful fisherman. Sun-fish and perch are abundant.

When the Wurts Brothers were making a preliminary survey from their three coal-beds in Providence and Carbondale to the Hudson, in 1820-4, they contemplated the use of this pond as the first reservoir, because of its altitude and capacity. The idea, however, was afterwards abandoned. Small hunting and fishing parties from the valley encamp every summer around the lake, and beguile away a week delightfully, subsisting in the meantime principally on the trophies of the rod and the gun.

Mr. Edward Dolph is now the owner of the greater portion of it. Quarter of a mile east of Moosic Lake is found another sheet of water of about forty acres, so hidden from view by oak and spruce, that it cannot be seen until the very edge is reached. Its waters are cold, deep and transparent to a remarkable degree. It is circular in form, lonely and primitive in the character of its surroundings, and with such a charm of utter silence thrown around it, by the height and isolation of its location, as to make it an object of interest worthy of a visit. Few people have ever looked upon it. No track, or path, or road, leads to it. No canoe has ever floated over it since the wigwam dwellers drew off their barks and left a lake without a name. Like its greater neighbor it is supplied by subterranean springs, and sends quite a rivulet into the Wallenpaupack. The maps of the county have thus far omitted the mention of this pond, and perhaps not a dozen citizens of Scranton have ever visited it, even if they know of its existence. A few days every summer, spent around these highland lakes, would make life more enjoyable and prolonged. Let parties from Scranton or elsewhere, in search of health, recreation, game, a bracing and invigorating kind of air that inspires digestion and a pleasant intoxication; or those who wish to lounge in dream-land for a time, let them seek these mountain lakes with their tents and camp utensils, and thus find recreation and new life.

The importance of Scranton as the centre of the Northern Coal Field, may be estimated by a survey of the following recapitulated table from the report of the Eastern District of the Wyoming Coal Fields for 1874, by Mine Inspector Blewitt. This report includes Lackawanna Valley alone, with the exception of a small portion of Wyoming Valley, which comes in under the jurisdiction of Mr. Blewitt:

The total number of accidents, 158—one accident to every 40,239 tons of coal mined. Total number of deaths, 69—one death to every 92,143 tons of coal mined. There were 89 accidents—one accident to every 71,437 tons of coal mined. There were 38 widows—one widow to every 167,313 tons of coal mined; 112 orphans—one orphan te every 56,767 tons of coal mined. There are 62 shafts, 35 slopes, 73 tunnels, 80 breakers, and 10 schutes and screens; 203 miles of gangways or headways, and 183½ miles of airways; 108½ miles of T iron railroad in the mines, and 40⅞ miles T iron railroad outside; 123½ miles of strap iron railroad in the mines, and 15½ miles of strap iron railroad outside, 5 583 men and boys working outside, 10,974 men and boys working inside; total, 16,557 men and boys working in and about the mines; 2,006 mules and horses working in and about the mines; 10 mines ventilated by steam exhausts, 52 by furnaces, 27 by natural means, 21 by fans, and 2 by waterfalls.

MACHINERY.

There are 145 hoisting engines,	aggregate horse-power		6,498
" " 71 pumping	"	" " "	3,755
" " 60 engines in the mines,	"	" "	1,823
" " 72 breaker engines	"	" " "	3,080
" " 20 fan	"	" " "	954
Total 368 engines.	Aggregate horse-power		12,110

The iron interests of this region require some attention in these pages. Bog-iron-ore—(hydrous peroxide of iron)—was first dug and worked by the Slocums, as detailed in the chapter on the Lackawanna Iron and Coal Company. It is found in the neighborhood of the city at different points and in other localities, principally around Olyphant and Shickshinny. The ore is a hematite, but usually contains more clay and earth in mixture with it. It is found in wet

meadows, bogs and swamps along the base of the mountains. The umbral, or red shale formation of the upper part of Stafford Meadow Brook in Scranton, includes a layer or several layers of a peculiar variety of protoxide of iron-ore, such as was formerly smelted in Slocum Hollow. As exposed in the mines formerly worked by the company, the ore lies imbedded in a true fire clay or soft clay shale, the average thickness of which is about six feet, while the ore for the most part is in two layers or courses, the lower one a continuous band some eighteen inches thick, and the upper a layer of flat balls or cakes twelve inches or less in vertical diameter. The vast industries which call iron-ore into requisition here, now ship from other beds which they own in this and other States.

Another of the main industries of this coal region, which centre at Scranton, is the manufacture of gunpowder. Unlike the soft and bituminous coals, which are cut with the pick, every ton of the millions of anthracite from these fields must be torn from the rock-bound bed by blasting with powder, the large consumption of which, even in the early days of mining, induced the erection of mills for its manufacture at different places in the valley.

Small stamper mills were put in operation near Carbondale, Dunmore, Spring Brook, Wilkes-Barre, Kingston, and on the Wapwallopen Creek, as mines were opened along the valley. Whether the capital of the projectors was impaired by frequent disasters of any nature, or an inferior product placed them at a disadvantage with other manufactures, it has come to pass that now the demand is almost entirely supplied by two sources, the Moosic Powder Company and Du Pont & Co.

The Moosic Mills are situated upon Spring Brook, at Moosic Station, on the Lehigh and Susquehanna branch of the Central Railroad of New Jersey, and about six miles below Scranton. They are beautifully located among the hemlocks, maples and wide spreading beeches which shade the valley of Spring Brook, where it debouches into the Lackawanna, and are considered model mills for their purpose. A "Stamper Mill" was built upon this spot twenty five or thirty years ago by George Danier. In 1855 his saltpetre brokers, W. G. Rayner & Co., took the mills and run them until 1866, when having increased their productive capacity during the war to 40,000 kegs per annum, and being able to realize some profit from the then high prices, they disposed of them to the firm of Laflins, Boies & Turck, members of the old powder-making firm of Ulster County, New York.

Under this administration the works were rapidly improved and enlarged, and in 1869 were merged with those of the Moosic Powder Company, near Jermyn, which had been built in 1863–4 by the New York Smith & Rand Powder Company, many of the principal coal operators contributing capital for the purpose of establishing upon a sure and reliable basis, and in a convenient locality, a manufacture so essential to the economical transaction of their business.

The difficulty and expense of obtaining powder in emergencies like that of the recent war of the rebellion, impressed upon the minds of the shrewd men who have the management of these great mining properties, the importance of securing a local supply equal to any possible demand. Mr. H. M. Boies, the President of the Company since its consolidation, was formerly the managing partner in the firm of Laflins, Boies & Turck, and is himself a thoroughly practical manufacturer, capable of conducting any of the manufactories requisite to the fabrication. Under his administration the capacity of the Spring Brook or Moosic Mills, as they are now named, has been increased to six hundred and fifty kegs a day, making a total of 300,000 kegs a year, which is about the estimated consumption of the Wyoming Coal Fields.

He is the patentee of an excellent device for the prevention of those accidents in the mines, which occur from the careless handling of powder while making the cartridge for blasting. It consists of packing the powder in long paper tubes, which may be divided into cartridges of any desired length without exposing the contents to danger, either from the moisture of the mine or the spark of the miner's lamp, and seems destined to come into general use, making

a great saving to the miner, as well as avoiding the dangers of explosions which now kill and maim an average of thirty-five men per annum.

The Moosic Company has about $500,000 invested in their business, and require between twenty five and thirty separate mills in their Moosic yard for conducting the various processes through which the ingredients of powder pass before it is fitted for use. The buildings are connected with a neatly graded railroad, upon which the powder is moved from place to place, as each operation is finished. In this way heavy and terrible explosions are avoided. Indeed, there has been only one man killed at these mills in five years.

Their Rushdale Mills are situated near Jermyn, twelve miles above Scranton, the neatly whitewashed walls and iron roofs of which are plainly visible from the car windows of the Delaware and Hudson trains. Both the mills, above and below, are connected with the central office at Scranton by a private telegraph wire, and all the appurtenances of the company are well adapted to an economical manufacture and prompt delivery of their product to all the scattered mines in the valley. Between ninety and one hundred men are employed, for whom, in many cases, neat and comfortable houses at a moderate rental are furnished. Mr. W. E. Oats, the gentlemanly Superintendent of the lower or Moosic works, has had a long and successful experience in the business, and Mr. W. S. Hutchings, who now has charge of the Rushdale works, has been with the company from boyhood, working his way through all the grades up to his present responsible position. The general office in Scranton, ever since the reorganization, has been under the supervision of their efficient Secretary, Mr. J. D. Sherrer

The Wapwallopen Powder Mills of the Messrs. Du Pont, the competitors of the Moosic Company for this trade, were originally built or begun by Mr. G. P. Parrish, of Wilkes Barre, who sold to the Du Ponts in 1857. They are located near the mouth of the Little Wapwallopen Creek, about a mile from the Susquehanna River, at Hick's Ferry, and have been enlarged and improved by this company (who have been engaged in the manufacture of powder on the Brandywine, in Delaware, since 1802), until now they have a productive capacity nearly equal to that of the Moosic Company. Their product is shipped into the valley by the L. & B. Railroad, and in the summer by canal. The mills are under the general superintendence of Mr. C. A. Belin, who has been with the company for many years, and is related to the Du Pont family. Mr. Henry Belin, Jr., of Scranton, is the General Agent for the Wyoming Coal Fields, and has charge of the supply of their powder for all mines in this section. Into the hands of these two large companies the bulk of the powder trade has fallen, giving another illustration of the old adage that the "big fish eat up all the little ones," or of that tendency to consolidation and aggregation of capital in these days, exhibited in every branch of business by which large enterprises become possible.

The name of Wapwallopen is of Indian origin, and means the stream of Roaring Waters, and is a corruption of Wa-wa-lepin. The head waters of this stream interlock with those of the Lehigh, about ten miles southeast of Wilkes-Barre. In the last two miles of its course it falls 300 feet, which makes its value as a water-power. The Messrs. Du Ponts have a narrow gauge railroad connecting with the L. & B. Road. One of the three rolling mills is the largest of the kind ever built. The wheels alone weigh 51,000 pounds each, or total weight on the platform 106,000 pounds. Such is the enormous crushing effect, that in passing over a ten-penny nail it will roll it out as thin as a sheet of letter paper. This mill makes 12,500 pounds of powder each day. There are also two hydraulic presses of a capacity of 800 kegs per day. The total running capacity of the works is 1,000 kegs or 25,000 pounds per day.

A century ago, when powder was made in a smaller way by a larger number of manufacturers, it was sold for one dollar per pound; now it is produced with the improved machinery, and in large quantities, used and sold at a profit of about twelve cents per pound.

Besides these mills there has been built a smaller institution, brought into existence re-

cently by the Laflin Powder Manufacuturing Company, below Pittston, at Laflin Station, on the L. & S. Railroad, capable of making about two hundred kegs a day. There is also a Patent Non-explosive Powder Factory in operation at Solomon's Gap, called Oliver's Mills, in which we believe swamp-muck or peat is mixed with the other ingredients, in order to make the powder less liable to explode, but as the sales are not large we presume the consumers prefer a non-explosive kind of material.

The leading newspaper of the entire northern coal region is published in its chief city—Scranton. An elaborate article on the editor's pathway is not our mission, but rather a faithful history of *The Scranton Republican* newspaper and its premises.

In August, 1856, when the Know-Nothing party was in its glory, and the whole country was in a heated Presidential contest, the first number of *The Scranton Republican* was issued by Theodore Smith, of Montrose, a sheet 22x32 inches. The *Lackawanna Herald*, a Know-Nothing organ, published by Charles E Lathrop, was its only opponent in the (then) Borough of Scranton. The campaign in this section was a bitter one, and by its opposition to the Know-Nothing ticket *The Republican* gained somewhat in public favor, but progressed indifferently until the spring of 1858, when it was purchased of Mr. Smith by Mr. F. A. Macartney, who enlarged its surface and made material changes and improvements. It was ably conducted by Mr. Macartney from 1858 to 1863, though not a successful financial enterprise, and in the summer of 1863 Thos. J. Alleger purchased the concern, and published a very inferior paper until 1866.

In March of that year Mr. F. A. Crandall came from Utica, N. Y., and purchased a half interest with Mr. Alleger, and shortly afterwards became sole proprietor. During that same year Mr. Crandall disposed of a half interest to Mr. R. N. Eddy, of Cazenovia, N. Y., and in September, 1867, Mr. J. A. Scranton, the present proprietor, purchased Mr. Eddy's interest, and on the first of November of the same year, THE MORNING REPUBLICAN was launched upon the journalistic sea.

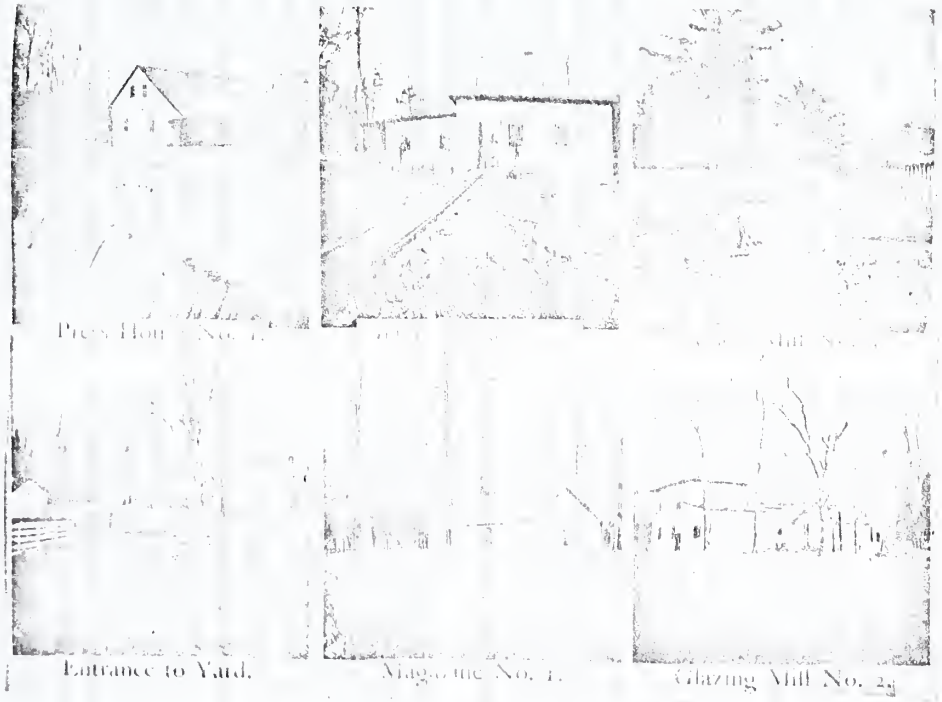
We shall not attempt to detail the struggles of the daily during the first two years of its existence, for popular favor and a firm foothold; nor the amount of money sunk before the concern became a paying institution. Suffice it to say that many cloudy days were experienced, and many thousands of dollars were sunk in educating the people to a proper and wholesome support of a good daily paper, and after that point was finally reached the establishment continued to prosper, until to-day it is second to few in the State outside of the city of Philadelphia.

In March, 1869, Mr. Scranton purchased the interest of Mr. Crandall (who went to St Louis to embark in a commercial newspaper enterprise), since which time he has remained the sole proprietor.

On the fifth day of February, 1868, a disastrous fire broke out on Lackawanna Avenue, two doors from the *Republican* office, and it, with three other brick buildings, were, with nearly all their contents, consumed by the fire fiend. Notwithstanding this catastrophe, however, though a heavy blow to a new paper making desperate struggles for popular favor and patronage, Phœnix-like it rose from its ashes in the space of fifteen days, and since then has not missed a single issue from any cause whatsoever.

When the daily was first started Mr. H. W. Chase, of Utica, (since deceased), became its city editor, and conducted that department of the paper in a creditable manner, and won for himself and the *Republican* many warm friends and admirers. Always courteous and affable, he was received into the very first circles of Scranton society; nor did he think it beneath his dignity to delve in the lowest places, if by so doing he could bring forth an item worthy of perusal, and suitable for the columns of the paper, which at no time admitted anything of an improper character.

The general business of the *Republican* had so steadily increased, that in 1871 the necessity for more room and better facilities was seen and felt. Hence, Mr. Scranton purchased a lot on the corner of Wyoming Avenue and Centre Street, and commenced the erection of an edifice



Moosic Powder Company's Works, at Moosic, Pa

on that site, which stands as a monument to his perseverance, tact, ability and enterprise.

The structure is 26 by 88 feet, five stories high, including a Mansard roof and basement, the floor of which is only three feet below the sidewalk, with a sub-cellar underneath the whole. It is built of cream-colored brick from Milwaukee, Wisconsin, and richly trimmed with grey limestone from Syracuse, N. Y, the basement and first story front being entirely of stone. The window openings and pilasters are richly trimmed with stone, and the main entrance stoop and steps are of the same material. The interior of the building is admirably arranged for the business, well furnished with all modern conveniences, and heated throughout with steam. On the side view from Lackawanna Avenue, in raised letters upon stone, are the words: "DAILY AND WEEKLY REPUBLICAN," "BOOK BINDING," "PRINTING," and upon the Wyoming Avenue front, cut in the same manner, are the words: "SCRANTON REPUBLICAN OFFICE."

The Mansard roof is slated very handsomely, and on the front is a dome or tower, twenty feet high, also roofed with slate, which greatly enhances the beauty of the structure. A decorative cresting surmounts the whole, making it one of the finest appearing buildings in Northeastern Pennsylvania.

The basement is occupied in front as a press room, and contains six fast power presses. In the rear is located the job room, which is airy, light and comfortable. The boiler (fifty horse-power) is located under the sidewalk, and is designed not only to furnish motive power, but to heat the whole building by steam. The engine, a beautiful and substantial piece of mechanism, twenty-five horse-power, built by the Dickson Manufacturing Company, is placed in the basement near the Wyoming Avenue sidewalk.

The Third National Bank is located on the first floor, in the front part of the building, while directly in the rear are the counting-room and private office of Mr. Scranton. The third story contains the bindery, a stock room, and a spacious department for mailing clerks and carriers. The upper story front room is very high, airy and admirably lighted, and is used as a newspaper composing room. In its rear are the editorial rooms. The total value of the establishment, including the building, amounts to $100,000.

The editorial and reportorial staffs have always been chosen from competent grades, and have done much to mould opinion in the two coal valleys. Upon the editorial staff, Colonel J. D. Laciar has been engaged for the past six years, discharging his duties in a commendable and meritorious manner, wielding a pen of liberal and broad views, in keeping with the advance of the age In the local department as city editor, this journal has at present Mr. John Erigena Barrett, whose writings have been referred to often in this work, and who promises to the world of *belles lettres* a brilliant future. Mr. Edw. M. Clarke manages the Bindery to the satisfaction of both proprietor and public. Mr. Robert Holmes, superintendent of the office, has been in the employ of the *Republican* for eight years, devoting his time and energies to the up-building of the mechanical part of the institution, of which he may justly feel an honest pride.

On the whole, for a place so young, and inhabitants so mixed, the *Republican* is a grand success in journalism.

Next in age is the *Scranton City Journal*, a weekly publication, devoted to literary and miscellaneous reading. It was founded by Messrs. George and Eugene Benedict, about nine years ago, and has kept its record as spotless as any paper in this region, for honest and manly sentiments. It avoids the common rut of provincial journals of the present day, in dealing with caustic and immoral weapons, serving the public with a frankness and candor which entitles it to the liberal support of the community.

The *Daily Times* was founded in 1870 by the author of this work, assisted by a few persons who subscribed one hundred dollars apiece as stock. The second editor was Hon Wm. H. Stanton, now State Senator. A. A. Chase, esq., is the present editor and proprietor, and if the masses of the Democratic party were addicted to reading, their organ would exhibit that fact quite plainly by force of the increased patronage it would command.

The *Sunday Free Press* was founded in 1871, and is a fearless sheet, claiming absolute independence upon any subject.

The Germans have two newspapers published in the city, the *Wochenblatt* and *Herald*.

The Welsh inhabitants sustain the *Baner America*, published by Mr. Thomas Phillips in Hyde Park.

The different enterprises in journalism, which have been attempted in this city, would, if detailed, make a respectable volume. The ephemeral existence which they enjoyed, would add little weight or interest to the history of to-day.

The manufacturing industries are yet in their infancy. By judicious management this city can be made the centre of mechanical industry of the middle States, if the opinions of far-seeing men who predict as much are to be respected. The Dickson Manufacturing Company is an institution of magnitude, turning out the finest locomotives in this section of country.

A Silk Factory, now in full progress, is gaining in importance, and ranks the fifth of its class. Other foundries, machine shops, and minor industries, are assuming importance, but the production of small wares needs the attention of capitalists. Banks are numerous, and fully engaged in an extensive business. A corporation for the manufacture of Frear Stone is in existence here, which promises much for the beauty of the future architecture of the city. It is in charge of Mr. R. E. Hurley, a young man of energy and taste, who leaves the imprint of his genius upon the work which is turned out.

The social elements which enter into the community, do not differ materially from the coal towns in general. What may be said of one would be considered as history for all. The impression which obtains abroad, that disorder and violence reign throughout these mining valleys, is largely exaggerated. In point of population, the record of crime is not larger than in localities of the same dense masses in any other part of the Union. Struggles between capital and labor, it is true, are frequent and to be deplored, but an observing mind, ruled by candor, must admit that blame attaches to both wings in the disputes, and in the run of years the result will exhibit an equal amount of obstinacy and stubbornness on the part of each.

Educational advantages are fast engaging the attention of the two valleys, but outside of the lower grade of schools no depositories of learning have yet sprung into existence. The ruling trait of coal operators inclines to money-making as a general rule. It becomes a habit in their older years, and having been deprived themselves of educational advantages in youth, they heed little of the demands of the age in their declining days. Literature is sadly at a discount in this region, where money alone is the kingly power. The Catholic portion of the cities and towns is taking the initiation. Their academies are looming up in every quarter, and on a sound financial and theoretical basis. St. Cecelia's, of Scranton, when completed will offer inducements that will not be surpassed in the state. It is now in charge of Mother M. Joseph, Superior, a highly accomplished and educated lady, who, for a long term of years, has proved herself worthy of the high and responsible position which attaches to her calling. Protestant families are beginning to appreciate the advantages offered here, and numbers send their children there to be trained and educated.

The Welsh population in the mining districts predominates. They are a hardy, self-reliant people, and excepting the lower class of the race, highly intellectual and educated. The opinion formed abroad that they are the cause of much of the trouble which exists between capital and labor, is without foundation. On the contrary, they are the most conservative element in the mines, their spare moments being devoted to literature and science.

CHAPTER XXXX.

THE JUDICIARY OF LUZERNE COUNTY.

HON. JACOB RUSH.

The first President Judge of Luzerne County was Hon. Jacob Rush, who held his first Court at Wilkes-Barre, December Term, 1791. He was succeeded in 1806 by Thomas Cooper.

HON. THOMAS COOPER, LL. D.,

Was born in London, October 22, A. D., 1759. He had been a practicing Attorney in Luzerne prior to holding his first Court, which was in August Term, 1806. Being educated at Oxford in the classics, and afterwards a thorough student in the Natural Sciences, he extended his researches into anatomy and medicine. He studied law, and after being admitted to the bar traveled with the circuits for a few years, after which he was sent to France by the Democratic Clubs of England, to the affiliated clubs of the former country, in which, while attending to his commissioned duties, he had learned the secret of making chlorine from common salt, and returning to England became a bleacher and calico printer in Manchester. Coming to America he became mixed in politics, and for a violent attack on the President, John Adams, was tried for libel under the Sedition Act of 1800, and sentenced to six months imprisonment and a fine of $400.00. After his term of service as Judge, he occupied the Chair of Chemistry in Dickinson College, in the University of Pennsylvania, and in Columbia College, South Carolina, of which last institution he became President in 1820. Upon his retirement in 1834, the revision of the Statutes of the State was accorded to him, and he died in the performance of this duty, May 11th, 1840. He published in 1794, in London, a volume of "Information Concerning America;" in 1800, a collection of "Political Essays;" in 1812, in Philadelphia, a translation of the "Institutes of Justinian;" in 1819, a work on "Medical Jurisprudence;" in 1812–14, two of the five volumes entitled the "Emporium of Arts and Sciences;" in 1826, at Charleston, S. C., his academic "Lectures on the Elements of Political Economy."

HON. SETH CHAPMAN

Succeeded Judge Cooper, holding his first Court August Term, 1811. Years after he had ceased to preside in Luzerne, he was impeached, and resigned his Judgeship.

HON. JOHN BANNISTER GIBSON

Followed Judge Chapman, and held his first Court July Term, 1813. This eminent Judge was a Pennsylvanian by birth, born November 8th, 1770. In 1816 he was elevated to the Supreme Bench, where he maintained his position and high reputation until his death, which occurred May 3d, 1853.

HON. THOMAS BURNSIDE

Succeeded Judge Gibson at the August Term, 1816. He, too, was elevated to the Bench of the Supreme Court.

HON. DANIEL SCOTT

Held his first Court in Wilkes-Barre, August Term, 1818. He was a native of Connecticut, born in 1782, and came to the Wyoming Valley when a young man, and studied law there. He eventually became so deaf as to be unable to discharge the duties of his office. He died in 1839.

HON. WILLIAM JESSUP, LL. D.

William Jessup was born at Southampton, L. I, June 21st, 1797. He graduated at Yale College in 1815. Three years later he left his native place for Montrose, and entered the law office of A. H. Reed, esq. He was admitted to the bar February, 1820. He held the office of Register and Recorder for the county, by appointment of Governors Shulze and Wolf, from January, 1824, nine years, and declined a reappointment in 1833. In 1838 he was appointed by Governor Ritner, President Judge of the Eleventh Judicial District of Pennsylvania, which then comprised the counties of Luzerne, Pike and Monroe. Upon the accession of Hon. John N. Conyngham to the presidency of the adjoining district, a transfer was made by the Legislature of the counties of Luzerne and Susquehanna, that accommodated both Judges in respect to residence.

Upon the expiration, in 1848, of his first constitutional term upon the bench, Judge Jessup was reappointed by Governor Johnston to the district then composed of Luzerne, Susquehanna Wyoming. Here he continued to preside until the term again expired in 1851; prior to which he had been nominated by a State Convention of the Whig party, as one of the five Judges of the Supreme Court of this Commonwealth, but that party as usual was defeated at the following election. He then returned to the practice of his favorite profession. In this he was actively engaged until disabled by paralysis in 1863. In 1848 Hamilton College conferred upon him the merited Degree of LL. D.

One of his most brilliant forensic triumphs may be reckoned—his defense of the Rev. Albert Barnes, of Philadelphia, upon the charge of heresy, before the General Assembly of the Presbyterian Church. He died Sept. 11, 1868.

HON. JOHN N. CONYNGHAM, LL D.

There is perhaps no name in Northern Pennsylvania which commands as much reverence as that of the late lamented Judge John Nesbitt Conyngham. Were it in the power of the writer to do justice to the memory of such a man, no task would be so enthusiastically entertained. Feeling our own inability we choose to transcribe a few fitting remarks extracted from "A Memorial Discourse," delivered in St. Stephen's Church, Wilkes-Barre, on the 20th of April, 1871, by Wm. Bacon Stevens, D. D., LL. D., Bishop of the Diocese of Pennsylvania:

"The facts which make up the personal history of John Conyngham are few and simple. His life, while not devoid of striking incidents, is not made up of incidents. It is rather the growth of great principles, and its beauty consists in the harmonious development of these principles, so as to form a noble and symmetrical whole. Born in the city of Philadelphia in 1798, he received his education there, and graduated with high honor at the University of Pennsylvania in 1816. Selecting the law for his profession, he was entered as a student in the office of the Hon. Joseph R. Ingersoll, and was Mr. Ingersoll's second student, the late Judge Petit being the first. Having completed his preparatory studies in a manner which secured to him the life-long affection and respect of his honored preceptor, he was admitted to the bar, and entered with high hopes upon his profession. Of an ardent and sanguine temperament, he was unwilling to wait the slow process of rising to eminence in his native city, at a time when the bar was lustrous with some of its brightest legal light, and so he resolved to establish himself in Wilkes-Barre, in the Wyoming Valley. At the time (1820) when Judge Conyngham first came here, the inhabitants were only a few hundred, but still it was the centre of influence, social and civil, for all Northern Pennsylvania.

"When he left Philadelphia for Wilkes-Barre, there were among his fellow-passengers, in those long three days' ride in the stage, two persons with whom afterwards he became peculiarly associated. One was a young law student of about his own age, returning home full of life and spirit, who afterwards was admitted to the Luzerne Bar, then studied for the ministry, and rose steadily, until Samuel Bowman became the Assistant Bishop of Pennsylvania. The other person was a young lady, the grand-daughter of the old Revolutionary hero, Colonel Butler, and who, a few years after, became his wife; with whom he lived in the happiest of domestic relations for nearly half a century, and of whom it is enough to say in words of Scripture, 'Her children rise up and call her blessed.' Thus the young lawyer made for himself a home in this, then, almost a frontier town, and settled himself to solid study and hard work in his profession. At that time his figure was tall but spare, his face ruddy and finely chiseled, his manners easy and graceful, and his whole bearing full of

that unselfish kindness which is so magnetic in drawing to itself the love and confidence of all who come within the area of its attraction.

"As a citizen he performed with honesty every duty which was laid upon him. Taking with alacrity his part in every needed work or sacrifice, and doing all that he could to keep healthful and sound, that public opinion which is the breath of life to the nation. In all the questions which have agitated this Commonwealth, or this land, for the last fifty years, he has taken his decided stand, always on what he conscientiously believed to be the side of truth and right; and never has there been known an instance when he compromised a single principle of truth and right in the advocacy of his views or plans. Hence, though in early years interested in State and National politics, and holding sharply and clearly his distinctive opinions, he was respected by all parties, and secured the confidence even of his opponents. When for a year or two he was a member of the State Legislature, his course there was high-toned and incorruptible, and he stood prominently forth at a time of no little excitement, as a legislator, who could neither be bribed nor frightened, but who dared to do his duty, despite blandishment or threats. 'A friend who was in the Legislature with him years ago, spoke of his undeviating courtesy and urbanity, and of his inflexible integrity as well as ability.' 'This information,' says Judge Agnew, of the Supreme Bench, who relates the fact, 'coming from an opponent in politics to Judge Conyngham, made a most favorable impression on my mind, which has never ceased to increase, as future opportunity furnished me better means of knowledge.'

"In all matters of public improvement, in all matters of education, in all matters of social advancement, in all matters of charity and benevolence, in all matters connected with the suppression of vice and the promoting of temperance, in all matters relating to societies and libraries for intellectual advancement, in all matters connected with the pushing forward of public improvement, for the developing of the resources of the State, and disemboweling and utilizing its mineral wealth—in all these, and other kindred things, Judge Conyngham took an active and often foremost part. He was one of the recognized and accredited leaders of public thought and public action. Careful to scrutinize and weigh well every measure projected, yet when satisfied of its propriety he threw himself into it and pressed it, if possible, to a successful issue. As a Judge, the character of our departed friend has been portrayed by his brethren on the bench and at the bar, in the tribute that was paid to him last summer, on the occasion of his resigning his President Judgeship. You all remember that occasion. The whole Bar of Luzerne County, as one man, rose up to do him honor. With a unanimity never before seen, the legal profession gathered to the banquet given in his honor, and subscribed to the elegant testimonial presented to him as the lasting evidences of their personal and official regards. It is not often that such a tribute is paid to a Judge. It was the first instance of the kind in Pennsylvania. But it was an instance so marked in its leading characteristics, that it will ever stand out as a remarkable tribute of genuine affection to official worth. No less than sixteen Judges, from the Supreme Court of the United States down through all our State Judiciaries, gave in writing their deliberate judgment of his character as a Judge. One speaks of him 'as the noble gentleman and the eminent jurist,' who has 'long and so ably maintained the dignity of his office and the purity of the ermine;' another a 'profound lawyer, a learned and upright Judge;' another speaks of his 'unwearied and incessant labor, his perfect conscientiousness and impartiality, his world-wide learning and unexcelled ability;' another writes of him, 'To the solid attainments and sound judgment of a disciplined lawyer, he united the strong sense of justice and the inflexible uprightness of an impartial Judge;' another says, 'To unsuspected purity of purpose he has joined the greatest fidelity and the most eminent legal learning and ability;' another writes, 'There is no man living for whom I have a greater veneration and respect than Judge Conyngham. By his retirement the Judiciary of the State loses one of its brightest ornaments;' and another says, 'His learning and industry, and purity of character, made him a model Judge.' Let it be remembered that this was said of him while living, by Judges with whom in various relations he had been associated, and who knew and had tested his value, by all the legal standards which could compute worth or measure greatness.

"While it does not become me to go into any discussion of the principles which regulated the discharge of his official duties, there is one aspect connected with his position on the bench, which I cannot pass over without notice. I allude to the fact that from the bench, and as a Judge, and during the whole period of presiding there, he was incessant in teaching and moulding the public mind in the hundred ethical as well as legal points which came before him. In his charges to juries, in his decisions on questions of law, in his protecting the rights of witnesses, in his strict upholding of all the forms and processes of law, in his sentences to the condemned, in his maintenance of the full amenities of the bar, in the spotlessness of his own private as well as public character, he was constantly instructing the people—line upon line, precept upon precept—reaching men whom the pulpit could not reach, instilling principles with the noiseless, yet effectiveness of the dew, shaping opinion by the insensible processes which ever emanate from the upright bench, and thus he was ever wisely governing and teaching the people, educating them, all unconscious to themselves, to discharge the high duties and responsibilities which devolved upon them in all the phases and conditions of civil, social and domestic life.

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"Among his ancestry and relatives were several distinguished Divines and Prelates of the Church of England and Ireland. His grandfather, Redmond Conyngham, was, a hundred and twenty-five years ago, connected with old Christ Church, Philadelphia, and his name appears in a list of subscribers for building a steeple and providing bells, with Wm. Bingham and Benj. Franklin, and Edward Shippen, and Chas. Meredith and Elias Boudinot and others, as those 'who subscribed liberally to this object.' Shortly after Redmond Conyngham was elected Vestryman and Warden of Christ Church, and in 1758, when it was resolved to build another church in the southern part of the city, he was one of the building committee, and thus was one of the founders of St. Peter's Church, Third and Pine Streets, which was first opened for Divine service, September 4th, 1761. He continued a member of the Vestry of the United Parishes of Christ Church and St. Peter's until his death.

"The father of Judge Conyngham, David Hayfield Conyngham, was also connected with, and a liberal supporter of, Christ Church; and in that Parish the Judge was baptized and brought up as a child. On his removal to Wilkes-Barre he took an interest in the feeble Church of St. Stephen's, and in 1821 was elected a Vestryman, so that had he lived until last Easter he would have completed a half century of service as a Vestryman and Warden of this Parish. He first took his seat in the Diocesan Convention as a member of the Special Convention, held in St. Peter's, Philadelphia, in October, 1826, called by Bishop White, to take into consideration the expediency of electing an Assistant Bishop of the Diocese. In 1850 he was nominated and elected by the Convention, a Deputy to the General Convention, and in company with his lay colleagues, Herman Cope, George M. Wharton and Judge

Stroud, took his seat in that body in Cincinnati, in October of that year. With one exception, he was returned to the General Convention every session since.

"In the General Convention he also rose to a prominent position. This body, made up of picked men, four clergymen and four laymen from each Diocese, and meeting but once in three years, and legislating on matters involving the interests of the whole Church in the United States, is one of the noblest arenas for the display of forensic and ecclesiastical learning, and one of the most solemn and responsible positions which a Christian can hold. The known ability of Judge Conyngham early brought him into notice, and in 1862 he was placed on the most important of all committees of the House of Clerical and Lay Deputies, viz: the Committee on Canons, his lay colleagues on that committee being Judge Chambers, of Maryland; Murray Hoffman, of New York; Robert C. Winthrop, of Massachusetts. His influence in the Lower House was a constantly increasing one. The high estimation in which he was held by those with whose theological views he mostly sympathized, was shown in October, 1868, when he was elected President of the American Church Missionary Society. Such was Judge Conyngham in public—the large minded and law-obeying citizen—the wise and upright Judge—the sincere and active Christian—the sound and devoted churchman."

HON. EDMUND L. DANA.

The Dana family, in the Wyoming Valley, is one of the oldest, and there are but few in the early history of the county which can exhibit a more ardent devotion to the infant settlements during the times of struggling infancy than this interesting one, from colonial times to the present representation—General Edmund L. Dana, now a Judge at Wilkes-Barre. Charles Miner, in his history of Wyoming, concludes the chapter on the "Dana Family" in these words:

"Let those who have no taste for such details, turn from them. I own the pleasure it gives me to trace up from the dark and bloody scenes of '78, families of the old sufferers rising into joyous light, independence and honor."

According to the same author:

"Anderson Dana, esq., came from Ashford, Windham Co., Connecticut, and was a lawyer of handsome attainments. Immediately on his removal to Wilkes-Barre, took a decided lead in the establishment of free schools and a Gospel minister. It is a pleasure to trace in the old records the noble impress of his Puritan zeal on both subjects. Before the first stump cut on his plantation had begun to decay, his son, Daniel Dana, was placed at school in Lebanon, to prepare himself for a collegiate education at Yale. On his return from the assembly at Hartford, near the close of June, 1778, where, at that most trying period, the people had chosen him to represent them, the enemy having come Mr. Dana mounted his horse and rode from town to town, arousing, cheering, for the conflict; though by law exempt from militia duty, he hastened to the field and fell."

Besides this sacrifice of the paternal grandfather, in defense of Wyoming, Asa Stevens, the grandfather on the maternal side, fell in the struggle. General Edmund L. Dana, the great-grandson and subject of our sketch, has added to history a military career befitting the decendant of two such families. He was born in Wilkes-Barre, 1817, and passed his boyhood upon a farm in Eaton Township, now Wyoming County, to which his father had removed. He was sent to school at the Wilkes-Barre Academy, whence, after completing his preparatory studies, he entered the Sophomore Class at Yale College in 1835, graduating with honors in 1838. Upon his return he was employed as a Civil Engineer, for which he had fitted himself, on the North Branch Canal as Assistant Engineer. He then commenced the study of law in the office of Hon. Luther Kidder at Wilkes-Barre, and was admitted to the bar April 6th, 1841, and from that time to December, 1846, was actively engaged in practice in the counties of Luzerne and Wyoming.

During the latter year the Wyoming Artillerists, with which he was connected, holding the rank of Captain, and in response to a call by the government for troops, for the prosecution of the war with Mexico, tendered the services of his company, which were accepted. They started by canal boat for Pittsburg, the rendezvous of the regiment, on the afternoon of the 7th day of December, 1846. It was snowing when the boat left Wilkes-Barre, and much of the way was rendered uncomfortable by the ice, which hindered the passage.

Arriving at Pittsburg, December 13th, the company, ninety-one strong, was mustered into service as Company "I," in the 1st Regiment, Pennsylvania Volunteers, on the 16th of the same month. On the 22d they started on board the steamer St. Anthony, arriving at New Orleans about daylight on the morning of December 31st, going into camp on the ground below the city, memorable as the Battle Field of New Orleans. On the 15th of January, 1847, they embarked on board the sailing ship Russell Glover, landing at the Island of Lobos on the 1st of February, 1847, where Captain Dana was detailed, because of his qualifications as an engineer, to make a survey of the harbor. The fleet

and transports having assembled there, with General Scott aboard, set sail for Vera Cruz on the 1st and 2d of March, arriving March 5th at Anton Lizardo, a few miles south of the city, where they landed on the evening of the 9th, and on the day following, in forming the line of investment, encountered the first fire, which called Captain Dana and his command into action, they partaking of a share of the skirmishing.

They were actively engaged during the bombardment of Vera Cruz; present at the capitulation and surrender, March 29th, the regiment forming one side of the gauntlet through which the captured forces passed, depositing their arms, flags, musical instruments, and other material of war. On the 9th of April they started for the interior, arriving at Plan del Rio, near Cerro Gordo, and on Sunday, the 18th, they participated in the battle of Cerro Gordo.

He next moved with his command to Jalapa, Perote, on to Puebla. In the march to the latter city, Captain Dana was selected to lead a detachment composed of Companies "A" and "I," sent out to dislodge a party of the enemy posted on a hill commanding the Pass of El Pinal; the enemy fled, and the position was occupied without loss. They were also engaged at the siege of Puebla, and for meritorious conduct here, Captain Dana was complimented in the reports. After the siege was raised the detachment moved on to the City of Mexico, and upon its arrival there General Scott sent for the officers, who appeared at his room, where he received them personally, and shaking hands with each, thanked them for their praiseworthy conduct.

The Treaty of Peace having been signed, the small remains of Company "I," less than one-third of the original number, arrived at Wilkes-Barre, in August, 1848, after nearly two years absence. Captain Dana again resumed the practice of the law.

Holding in 1862 the position of Major-General of the 9th Division, comprising the counties of Luzerne, Columbia and Wyoming, he was appointed Commandant of Camp Luzerne, near Kingston, and upon the organization of the 143d Regiment, Pennsylvania Volunteers, was elected Colonel. This regiment, in which every household of Luzerne had at that time some special interest, it being a purely Luzerne organization, broke camp and started for Washington on the 6th of November, 1862. It was temporarily assigned a position in the northern defences of Washington; on the 17th of February it moved down the Potomac, going into Camp at Belle Plain. It was attached to the 1st Army Corps, General Reynolds, and assisted in the march on Port Royal, April 21st, 1863; in the skirmish below Fredericksburg, April 28th and 29th; was at the battle of Chancellorsville, May 2d, 3d and 4th; at the battle of Gettysburg, on the 1st, 2d and 3d days of July. Colonel Dana at this battle commanded the 2d Brigade, 3d Division of the 1st Corps, which was actively and severely engaged in each of the three days fight, suffering heavily in killed, wounded and prisoners, especially in the terrible conflict on the 1st of July. Succeeding the battle Dana's Brigade was active in following up Lee's forces, and encountered them in a skirmish at Funkstown.

During the winter of 1863–4, the 1st Army Corps being consolidated into one Division and transferred to the 5th Army Corps, his command was engaged in the several contested affairs on the different fords of the Rappahannock. In the first day's battle of the Wilderness, May 5th, 1864, Colonel Dana was wounded and taken prisoner, his horse having been shot under him. He was conveyed to Danville, thence to Lynchburg, and again to Moscow. He was next sent to Charleston, S. C., arriving there June 15th, and was one of the memorable fifty officers who were placed under fire, and kept there in retaliation for the action on the part of our forces shelling the city. He was exchanged on the 3d of August, 1864, with fifty Federal officers, for a like number of Confederates of rank. He rejoined his command in the investment of Petersburg.

Was engaged in the several movements during the fall of 1864, and on the 8th of October was assigned to make and conduct an advance of the entire corps, outposts, skirmish and picket lines. This was effected after a sharp encounter with the enemy's outposts, and for his management of

the affair he was complimented by the General commanding the corps, in the following official communication:

"HEADQUARTERS,
"FIFTH ARMY CORPS, October 9th, 1864.

"COLONEL E. L. DANA, Com'ding. 143d Pa. Vols.

"*Colonel:* The General commanding the Corps directs me "to express to you his satisfaction with the performance of "your duties yesterday, as commander of the line of skir-"mishers of the Corps.

"Your duties were important, arduous, and of a highly "responsible character; all of which you performed with "credit to yourself and the command.

"I am, Colonel, very respectfully,

"Your obedient servant,
"FRED. T. LOCKE,
"Lieutenant-Colonel, A. A. General.

"Through Brigadier-General BAXTER,
"Commanding 5th Division."

He was at the first battle of Hatcher's Run, October 28th and 29th; on the Weldon Road, from the 7th to the 12th of December; in the second Hatcher's Run battle of the 6th and 7th of February, 1865.

The 143d, together with the 149th and 150th Pennsylvania Regiments, and a Michigan Regiment, was subsequently sent on special service to Baltimore, and thence the 143d was ordered to Hart's Island. It was mustered out of the service on the 12th and 13th of June, 1865. Reaching Wilkes-Barre the Regiment and its officers were welcomed home, after three years absence, with an enthusiastic reception.

Colonel Dana was retained in the service, detailed on Court-Martial duty at Elmira, and later at Syracuse. For his long, faithful and tried services, he was brevetted Brigadier-General, and was honorably mustered out of the service on the 23d of August, 1865.

His military record surpasses that of any other individual in Northern Pennsylvania; it is great in extent, experience and brilliancy. As an officer, his reputation is best attested by his old comrades in arms, the 143d Regiment, who worship him with a devotion rarely surpassed.

After the cessation of hostilities he again resumed the practice of the law, and in the fall of 1867 was nominated and elected to the office of Additional Law Judge of the 11th Judicial District, comprising the county of Luzerne. He took his seat on the 2d December, 1867, and is still serving in that capacity. For several years, in addition to presiding alternately with Judge Conyngham in the Courts at Wilkes-Barre, he also presided as ex-officio Recorder in the Mayor's Courts of the cities of Scranton and Carbondale.

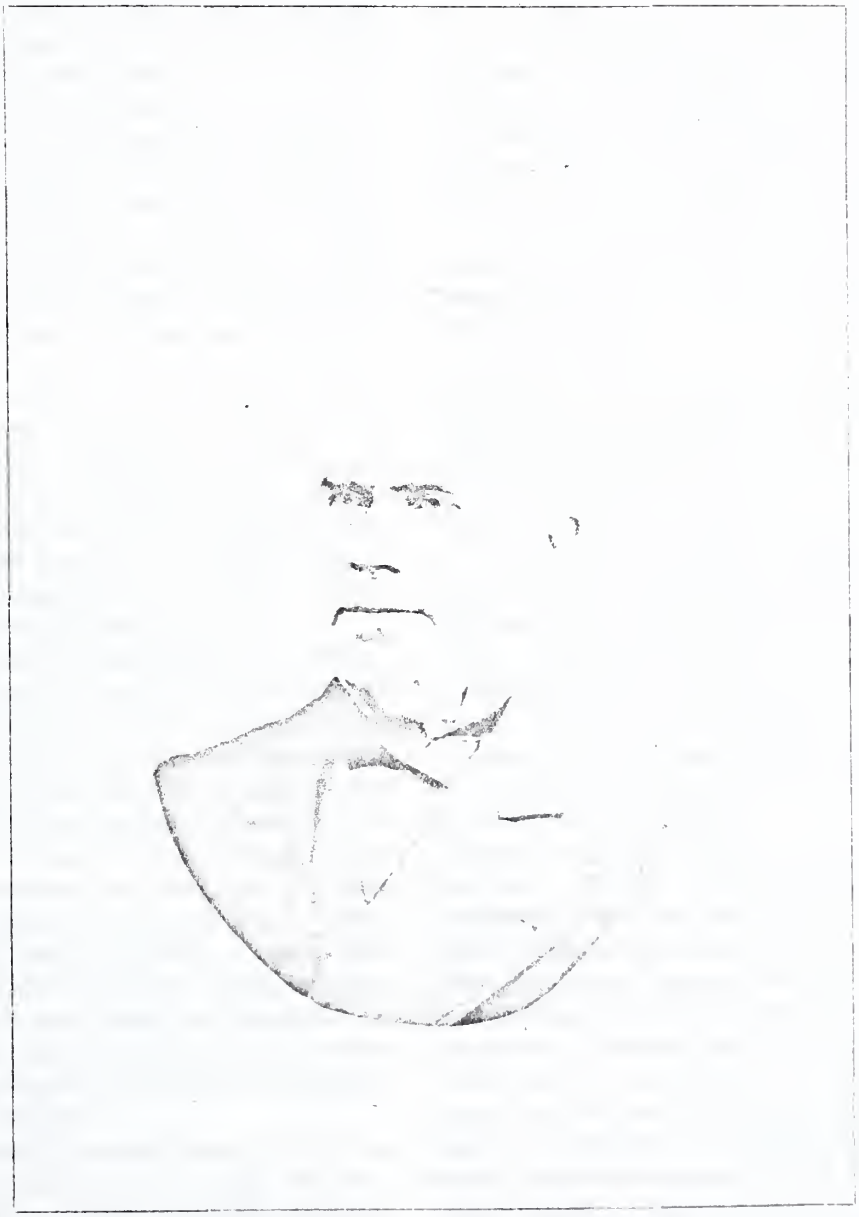
As a Judge he has earned for himself a reputation which will last while the hills of Wyoming may remain. Strict in integrity, living on a plane above the questionable conventionalities of the age, he retains much of that deportment which characterized the gentleman of the old school. He is a man of culture, of scholastic tastes, of literary discernment and capacity, true and honorable under all circumstances, a fitting representative of an old family, whose homestead he still retains as his residence. It is often remarked that his personal friends are quite as numerous among political opponents as in the ranks of his own party—the Democratic. Such is the record of a long life devoted to country.

GENERAL HENRY M. HOYT.

Henry Martin Hoyt is a descendant of one of the pioneer families of the Wyoming Valley. He was born in Kingston, Luzerne County, Pa., June 8th, 1839. His grandfather came from Danbury, Conn., in 1789, and was known in Kingston and throughout the valley as Deacon Hoyt. His son, Ziba Hoyt, the father of Gen. H. M. Hoyt, became extensively known, having participated in the war of 1812. We are indebted to James A. Gordon's sketches of old memories of Lackawanna and Wyoming, for many facts pertaining to the history of Lieut. Ziba Hoyt.

The Kingston Volunteers, as Miner designates the company, was raised about the year 1810, and called the "Volunteer Matross," an artillery organization. Lieut. Hoyt, with the company, left for the Western Frontier in 1813, and his bravery and coolness in the campaign about Lake Erie, has become a matter of history. Colonel Rees Hill, to whose regiment this company was attached, in his report to Gen. Tarryhill, of one of the engagements, says:

"I cannot close this report without bearing testimony of the good conduct of this company. This being the first time the company was ever under fire, it was hardly to be expected



JOHN B. SMITH.

that their conduct would come up to the standard of tried and practiced veterans. Great praise is due to Captain Thomas and Lieutenant Hoyt, for their cool bravery and soldier-like bearing."

Lieutenant Hoyt afterwards accompanied Gen. Harrison to the river Thames, where he participated in that battle with the British under General Proctor, and the Indians under Tecumseh. Lieut. Hoyt and his company were the guides to the "Hunters of Kentucky."

The writer of the sketches above referred to, state that Captain Thomas once remarked to him, when Mr. Hoyt passed him on the street, "There goes as brave a soldier as ever fired musket or drew sword from scabbard. I would trust him in the command and direction of a forlorn hope before any other man I have ever known."

His son, General Hoyt, the subject of this sketch, inherits the qualities of his father in an eminent degree. His military record is a brilliant one, and as the regiment which he commanded during the late war was familiar to the writer hereof, because of the personal friends and old classmates which had enlisted in it, it is with well qualified knowledge we write.

General Hoyt was educated at the old Wilkes-Barre Academy, Professors Owens and John W. Sterling being his teachers; subsequently, at Wyoming Seminary, thence at Williams College, where he graduated in the class of 1849. He taught in the Academy at Towanda, was one year a Professor at Wyoming Seminary, and afterwards read law with Hon. Geo. W. Woodward and Warren J. Woodward, esq., at Wilkes-Barre, being admitted to the bar, April, 1854. He then moved to Memphis, Tenn., remaining but one year; after which he returned to the home of his ancestors, where he has remained since, excepting the time he gave to his country during the struggle.

He entered the military service in 1861, as Lieutenant-Colonel of the 52d Reg't., Pa. Vols., John C. Dodge, Colonel, and John Butler Conyngham, Major. The Regiment, after leaving Washington, moved towards the Peninsula before Yorktown. Its first duty was under command of General Henry M. Naglee, making a reconnoissance to Bottom Bridge and Seven Pines. After this, followed the historical events of Fair Oaks, Mechanicsville, Bottom Bridge, White Oak Swamp, Harrison's Landing. The Regiment was next sent with sealed orders to accompany the Monitor. The Monitor having been lost in a storm, the command put in at Newbern, and in a few days after went to Charleston harbor, about the time of the great naval attack on Fort Sumter. Then followed the Morris Island and Fort Wagner details of history. An expedition was sent over to attack Fort Johnson in Charleston harbor, Colonel Hoyt commanding one of the detachments of the attacking party, on the night of the 3d of July, 1864. The following extract from the *Charleston Mercury* of July 6th, 1864, says:

"The second column, under the immediate command of Colonel Hoyt, of the Fifty-Second Pennsylvania Regiment, attacked the Brooke Gun, and landing in overwhelming numbers, Lieut. Rowoth, of the 2d S. C. Artillery, was compelled to fall back, after himself and men fighting bravely. The enemy, cheered by this success—with their commander at their head waving his sword—advanced in heavy force upon Fort Johnson, but there they were received with a terrific fire by the light and heavy batteries on the line."

The "*overwhelming numbers*" therein referred to, were Hoyt's *one hundred and twenty* men against the *four hundred* rebel garrison. Col. Hoyt was highly complimented for his deportment in this action, by a General Order issued by General Foster, commanding. In this encounter Colonel Hoyt and nearly the whole of the command, were captured. He was at Charleston, incarcerated with General Dana. He was imprisoned also at Macon, Ga.

An item of general history may not be out of place here. The first Federal flag ever put on Fort Sumter, after it was vacated, was put up by Major Hennesey, of Colonel Hoyt's Regiment. Colonel Hoyt was breveted Brigadier General for meritorious conduct, and his old comrades join heartily in declaring that it was well earned.

Returning to Wilkes-Barre he resumed the practice of the law. In May, 1867, he was appointed Additional Law Judge of Luzerne County, until the new office was created in December following. He now holds the position of Internal Revenue Collector for the 12th District.

General Hoyt is a clear thinker, a man of strong common sense, and is justly regarded as one of the leading citizens of Northern Pennsylvania.

HON. GARRICK M. HARDING,

The President Judge of the Eleventh Judicial District, was born at Exeter, Luzerne County, July 12th, 1830. He descends from one of the oldest families of Wyoming Valley, two of his ancestors having been killed, and John Harding, the grandfather, being the survivor.

He graduated at Dickinson College in 1848, admitted to the bar of Luzene County in 1850, and speedily attained great success, especially in jury trials. In 1858 he was elected District Attorney. On the 12th of July, 1870, he was appointed by Governor Geary, President Judge, to fill vacancy caused by the resignation of Hon. John H. Conyngham. During the fall of that year he was elected to the position, and still holds it.

HON. JOHN HANDLEY

Came to Scranton in 1860, and engaged in the law practice. He has been eminently successful in the accumulation of a vast estate, ranking with the wealthiest men of the Lackawanna Valley. Be it said to his credit, that he has used his means liberally in aiding to build up this young city. His improvements exhibit a liberal spirit in their style of architecture, and he has already plans for the future, which, when matured, will leave to his name and memory monuments of an enviable nature. He was elected Additional Law Judge during the past year (1874).

HON. D. L. RHONE,

Judge of the Orphans' Court, was elected to that position last year. He was born January, 1838, in Huntington Township, his parents being farmers. After leaving the common schools of his neighborhood, he studied at Dickinson Seminary, Williamsport, and at Wyoming Seminary, Kingston, after which he commenced the study of the law in the office of Hon. Charles Denison in April, 1859, and was admitted to the bar April, 1861. He served three months in the earlier campaigns of the Union army, and returning, applied himself to practice. Was elected District Attorney in 1867; member of Constitutional Convention in 1873, but his health being enfeebled he resigned. He has always taken active part in all measures tending to improve the public schools of Wilkes-Barre.

HON. GEORGE W. WOODWARD.

Though not of the local Judiciary, his position as Chief Justice of the Supreme Court of Pennsylvania commends him to our notice. He was born March, 1809, in Bethany, Wayne County, Pennsylvania, his father at the time of his birth being Sheriff of the county. His father placed him at Geneva Seminary—now Hobart College—at Geneva, in the State of New York, where, for some years, he was the classmate of several young men who have since been distinguished in public life. From there he was transferred to the Wilkes-Barre Academy He entered the law office first of Thomas Fuller, esq., of Wayne County, and then of the Hon. Garrick Mallery. In 1836 he was elected a delegate to the Convention called by the Legislature, to reform the Constitution of the State. His first elevation to the Bench was in 1841. On the 23d of December, 1845, President Polk appointed him a Justice of the Supreme Court for the Circuit composed of the States of Pennsylvania and New Jersey, to fill the vacancy occasioned by the death of Hon. Henry Baldwin. His term expired in April, 1851. In 1852 Gov. Bigler appointed him a Judge of the Supreme Court of the State, to fill a vacancy caused by the death of the Hon. Richard Coulter. In 1867 he went to Europe, and while absent the death of Hon. Charles Denison occurred. He came home and found himself elected for the unexpired term, the first intimation that he had received of the people's intention. He was afterwards re-elected, and again in 1873 was elected as a member of the Constitutional Convention. Judge Woodward ranks as one of the leading men of the nation.

Since writing the above, and while the forms were going to press, the sad intelligence has reached us by cable from Rome, Italy, that Judge Woodward died in that city of pneumonia, on the 9th day of May, 1875, in his 67th year.

CHAPTER XXXXI.

JOHN B. SMITH AND THE PENNSYLVANIA COAL COMPANY.

The Pennsylvania Coal Company is represented in the mining district by John B. Smith, esq., who is one of the oldest and most experienced of the representative coal men of the two valleys. He was born in Sullivan County, New York, his father being a foreman and contractor, having come from New England. The boy left school at the age of thirteen, and entered a store as clerk. In 1830 he was driving horses upon the Delaware and Hudson Canal Company's Railroad; then he became a machinist; afterwards an engineer, and since 1848 has been engaged with the Pennsylvania Coal Company as Master Mechanic, and since 1854 as General Superintendent. He resided in Dunmore during the past quarter of a century, devoting his time and energies to the developing of the mineral resources of the company in a creditable and highly exemplary manner.

The Pennsylvania Coal Company was originated under the name of the "Wyoming Coal Association" in 1847, by which a number of gentlemen, principally stockholders in the D. & H. Canal Company, sought to add to the improvements of the Lackawanna Valley, by a larger production of coal. After the surveys were conducted under a charter granted to Wm. A. Dimmick and other citizens of Honesdale in 1838, a lage body of lands located in the present Borough of Dunmore, then held by Messrs. William and Charles Wurts, of Philadelphia, came into the possession of the association. During 1847, a point at the junction of Middle Creek with the Lackawaxen was agreed upon as a terminus, and a town sprung up, which was named Hawley, after the chief executive officer of the association. The road extending over the Moosic Mountain, toward the Coal Fields, was begun in 1849. The machinery of the road, and the necessary appliances for separating, screening and delivering the coal, was under the charge of John B. Smith. esq. The land purchases were extended farther down the Wyoming Valley, until they reached the north line of Wilkes-Barre Township. By the purchase of a large quantity of land, upon which much of the present flourishing town of Pittston is situated, they came into possession of a charter granted in 1838, incorporating Jas. W. Johnson, Chas. T. Pierson, Charles Fuller and associates, under the title of "The Pennsylvania Coal Company."

The entire road was completed in 1850, and the first coal sent out in May of that year. Ample deposit grounds are owned at Newburg, on the Hudson, and at Jersey City The location of the Machine Shops were at first located at Hawley, afterwards, for convenience to the mines, large and extensive shops were erected at Dunmore, where fine stone buildings were located.

The shipments of the Pennsylvania Coal Company are now about 4,500 tons per day. It has one hundred miles of railroad in operation, and that part of their route, from Pittston to Hawley, has already earned the reputation of being the most romantic pleasure route for summer tourists in the Eastern States. The company, in anticipation of the great demand, which will be made upon them in the future by tourists, have fitted for their accommodation neat and commodious passenger carriages, to be used dur-

ing the summer season, for all who choose to visit this truly romantic section. With a spacious hotel at Moosic Lake, and moderate rates of charge, this region could attract thousands each year to the coal regions. The high rates of the large hotels in the coal region, serves as a barrier in keeping away many who would desire to come. Families from neighboring cities can see but little pleasure in prospect, if they are compelled to leave their own spacious rooms in heated weather, and take instead the contracted walls of a brick hotel in the coal regions, more dusty and oppressive than the ones already vacated. Summer travel must be accommodated if we expect it to float this way, and Moosic Lake is the only really desirable spot at present.

The coal fields are generally considered as among the most valuable owned by any corporation in this coal basin. In addition, the company is possessed of nearly ten thousand acres of wood land, some eight thousand of which being heavily timbered are carefully preserved against a future day of need.

The President is John Ewen, esq., of New York city, who is considered one of the ablest men of the coal railroad princes. Assisted by Mr. John B. Smith, of Dunmore, the company is justly entitled to rank with any corporation of the kind in the country. It is said that owing to their system of transporting coal over the planes of their gravity road, that they are enabled to produce and sell cheaper than their competitors; however this may be, it is a fact that when many of the mines in this region are idle, the Pennsylvania Coal Company's Breakers are engaged to their fullest capacity in turning out coal. The longest descending plane, loaded, is 20 72 100 miles. The cars are drawn up the planes by three stationary engines of fifty horse-power each, placed at the head of the plane, and then descend the "level" by their own gravity.

FINIS